Par. S.2.I.1.52
836

Volume I
No. 1 — 21

Thursday
5th June, 1952

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

(Part I - Questions and Answers)

CONTENTS

Members Sworn [Cols. 2—18].

PARLIAMENT SECRETARIAT
NEW DELHI

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THE Dated. 18.11.2014
PARLIAMENTARY DEBATES
(Part I—Questions and Answers)
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HOUSE OF THE PEOPLE

Thursday, 5th June, 1952

The House met at a Quarter Past Eight of the Clock

[MR SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

RURAL DEVELOPMENT

*504. **Shri B. R. Bhagat:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government propose to organise an extension service as a part of the rural development Programme laid down in the Five Year Plan;

(b) if so, the scope of the service; and

(c) how and when a suitable organisation for the service will be set up?

The Minister of Food and Agriculture (Shri Kidwai): (a) Yes.

(b) and (c). A statement is laid on the Table [*See* Appendix III, annexure No. 21.]

Shri B. R. Bhagat: May I know whether there is any proposal before Government for coordinating the various extension schemes?

Shri Kidwai: Yes.

Shri B. R. Bhagat: How will this be done?

Shri Kidwai: By creating a liaison between the different project organisers.

Shri B. R. Bhagat: May I know whether the extension service provided by the Ford Foundation Scheme will be included in this Five Year Scheme?

Shri Kidwai: Of course, some training schools have already been started.

Shri B. R. Bhagat: May I know whether any extension service scheme exists at present in any part of the country?

Shri Kidwai: If he will look up the statement, he will find that the training will take six to nine months. How can the scheme be started without trained workers?

HINDI

*505. **Shri M. L. Dwivedi:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether Hindi or *Rashtra Bhasha* is one of the regular subjects of examinations conducted by the Union and States Public Service Commissions;

(b) if so, whether the subject is compulsory or optional; and

(c) the standard of efficiency prescribed for examinations in the subject?

The Minister of Home Affairs and States (Dr. Katju): (a) and (b). Hindi is prescribed as a compulsory subject in the final examinations for the Indian Administrative Service and the Indian Police Service Probationers. It is not included in the scheme of subjects for any other examination conducted by the Union Public Service Commission.

I have no information about the practice prevailing in examinations conducted by State Public Service Commissions.

(c) The Indian Administrative Service Probationers are tested in conversation and dictation in Hindi. The Indian Police Service Probationers have to offer one paper of an hour's duration carrying a total of 50 marks and to display knowledge of Hindi up to the IV standard. They have also to appear for an oral test.

श्री एम० एल० द्विवेदी : क्या माननीय मंत्री महोदय का ध्यान मैं उस बयान की तरफ आकर्षित कर सकता हूं जो कि उन्होंने इस सदन में एक काम रोको प्रस्ताव के सिलसिले में इसी विषय पर दिया था, म जानना चाहता हूं कि उस बयान के आधार पर सरकार ने क्या प्रगति इस सम्बन्ध में अब तक की है ?

[Shri M. L. Dwivedi: May I draw the attention of the hon. Minister to the statement he made in the House on this subject in connection with an adjournment motion? I want to know what the Government have so far done on the basis of that statement?]

डा० काटजू : आप कौन से सवाल की तरफ तवज्जह दिला रहे हैं ?

[Dr. Katju: What statement is the hon. Member referring to?]

श्री एम० एल० द्विवेदी : इस प्रश्न पर एक काम रोको प्रस्ताव उपस्थित किया गया था जिस में सरकार की ओर से यह आश्वासन दिया गया था कि हिन्दी की तरक्की के लिये लिये राज्यों तथा केन्द्रीय पबलिक सर्विस कमीशन को परीक्षाओं में हिन्दी भी एक सबजेक्ट रक्खा जायगा। श्री राजगोपालाचार्य ने इस तरह का एक आश्वासन यहीं इस सदन में उस समय दिया था, मैं जानना चाहता हूं कि सरकार ने उस बयान के आधार पर क्या कोई कार्रवाई की।

[Shri M. L. Dwivedi: An adjournment motion was moved in the House on this question and an assurance came forth from the Government that Hindi would also be a subject in the examinations of the Public Service Commissions of the States and the Union. That assurance was given in the House by Shri Rajagopalachari. I want to know what steps have been taken in pursuance of that statement by the Government?]

डा० काटजू : ऐडजोर्नमेंट मोशन ८ जून सन् १९५१ को हुआ था और भाषण श्री राजगोपालाचार्य ने उसके जवाब में उस समय दिया था, वह असेम्बली के रिकार्डस पर है और उससे जो मतलब आनरेबल मेम्बर साहब ने निकाला वह म नहीं निकालता।

[Dr. Katju: The adjournment motion was brought on the 6th June, 1951 and the statement Shri Rajagopalachari gave in that connection is there on the records of the Assembly. But I do not interpret it to mean what the hon. Member has done.]

श्री एम० एल० द्विवेदी : क्या म माननीय मंत्री महोदय से पूछ सकता हूं कि ऐडमिनिस्ट्रेटिव सर्विसेज और पुलिस सर्विस के अलावा दीगर परीक्षाओं में हिन्दी विषय क्यों नहीं रक्खा गया है ?

[Shri M. L. Dwivedi: May I ask the hon. Minister why Hindi has not been included as a subject in examinations other than those for the Administrative and Police Services?]

Mr. Speaker: I think it is a matter for debate rather than for eliciting information.

Shri Thanu Pillai: May we have the translation of the questions and answers that took place just now?

Mr. Speaker: In short, it was an attempt to know what steps have been taken for popularising Hindi and putting the administration through it. The hon. Member who asked the original question will realise the difficulty in his question.

सेठ गोविन्द दास : अभी जिन परीक्षाओं में हिन्दी की परीक्षा भी ली जाती है, उन के पर्चे किस के द्वारा बनाये जाते हैं और वह परीक्षा किस के द्वारा ली जाती है।

[Seth Govind Das: By whom are the Hindi papers set for the examinations in which Hindi is a subject?]

डा० काटजू : मैं इस सवाल के जवाब के लिये नोटिस चाहता हूं क्योंकि अधिकतर परीक्षाओं में जो ऐग्जामनर्स मुकर्रर होते हैं उनके नाम नहीं बताये जाते हैं।

[Dr. Katju: I would require notice for this question for the names of the examiners in most cases are not disclosed.]

Dr. P. S. Deshmukh: May I know what notice the Ministry of Home Affairs has taken of the fact that innumerable colleges in the country have switched over to the regional languages as the media, and in many cases it is Hindi?

Mr. Speaker: He is giving information.

Dr. P. S. Deshmukh: That is not giving information, Sir. I beg to differ from you.

Mr. Speaker: Order, order. Yes, Mr. Chacko.

Shri P. T. Chacko: From the answer to part (a), are we to understand that persons who do not know Hindi will not be admitted in the Indian Police?

Dr. Katju: No, no. So far as the competitive examination is concerned Hindi is not a subject for examination. But when the candidates have once been selected and they are probationers, they are taught Hindi and before they are actually passed out they are examined as to whether they can speak Hindi, write Hindi and can carry on business in Hindi.

Seth Govind Das *rose*—

Mr. Speaker: I think it will be better if the hon. Member refers to the exhaustive statement which I distinctly remember Rajaji made in this House. It was a long statement giving all possible reasons.

सेठ गोविन्द दास : अध्यक्ष महोदय, मुझे उसी स्टेटमेन्ट के सम्बन्ध में एक बात पूछनी थी ।

[**Seth Govind Das:** Sir, I had to ask something with regard to the same statement.]

Mr. Speaker: I am going to the next question.

Scheduled Tribes

*506. **Dr. Ram Subhag Singh:** Will the Minister of Home Affairs be pleased to state the total amount of money which has been sanctioned by Government for the welfare of Scheduled Tribes during the year, 1952-53?

The Minister of Home Affairs and States (Dr. Katju): The budget provision during the current year is 180 lakhs. The distribution of this sum among the different States is under examination.

Dr. Ram Subhag Singh: May we know whether there is any plan for utilising this money?

Dr. Katju: What does the hon. Member mean by plan?

Dr. Ram Subhag Singh: In what way is this money going to be spent?

Dr. Katju: The different State Governments are asked to send in their estimates of their requirements. Generally, these estimates are for substantially large sums and then we allocate money as between the different States from among the sums included in the Budget for this purpose. The main function of expending those sums, together with the sums which may be allotted by the State Governments themselves, is that of the State Governments. As the House will probably remember, there is a Commissioner who has been appointed and he is there to give general advice and to be of such assistance as he can.

Dr. P. S. Deshmukh: Is there any Central body which will examine this scheme, or is it merely left to the Commissioner?

Dr. Katju: There is no Central body up till now. It is done by the Chief Commissioner in the Department of Government concerned.

Shri Brohmo-Choudhury: Out of the total amount, may I know how much has been allotted for being spent on the development of Assam tribals?

Dr. Katju: For the Assamese, the ceiling fixed is Rs. 37 lakhs—Rs. 10 lakhs for plains tribal areas and Rs. 27 lakhs for autonomous hill districts.

श्री गणपति राम : क्या माननीय मंत्री महोदय यह बतलाने की कृपा करेंगे कि शेडयूल्ड कास्टस की उन्नति के लिये भी इस प्रकार का कोई प्राविजन है और कोई फंड रक्खा गया है ?

[**Shri Ganpati Ram:** May I know if there is also any such provision for the welfare of the scheduled castes and if any sum has been set apart for that purpose?]

Dr. Katju: I am not quite sure. This is about scheduled tribes.

Shri Natawadkar: May I know whether it is a fact that the Government of Bombay refused to accept a Central grant sanctioned for the welfare of tribes on certain grounds last year?

Dr. Katju: I should require notice of that question.

Shri Velayudhan: May I know, Sir, whether any plan is envisaged by the Central Government regarding the expenditure in the various States?

Dr. Katju: I venture to give a full explanation, namely, that the Chief Commissioner gives general advice and sees that the money is spent in a well coordinated manner. Otherwise the responsibility is that of the Central Government.

Shri S. C. Samanta: May I know the split-up of the sum of Rs. 180 lakhs according to tribal areas?

ELECTRIC TROLLEY

*507. **Sardar Hukam Singh:** (a) Will the Minister of **Communications** be pleased to state whether any Battery driven electric trolley for carrying mail bags has been purchased and put to use at any place in India?

(b) If so, what was the cost incurred?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) Rs. 6,300.

Sardar Hukam Singh: May I know where this experiment is to be first tried?

Shri Raj Bahadur: Lucknow railway station.

Sardar Hukam Singh: Have Government any idea of the saving in expenditure that would be effected by this trolley?

Shri Raj Bahadur: It is yet in an experimental stage but it is estimated that the salary of two porters will be saved as a result of this mechanisation.

Sardar Hukam Singh: Will the use of the trolley expedite service: if so, to what extent?

Shri Raj Bahadur: Obviously, it will.

Dr. P. S. Deshmukh: Is not there such a trolley on the Nagpur Aerodrome?

Shri Raj Bahadur: Not a battery driven one: the question relates to a battery driven trolley.

CENTRAL TRACTOR ORGANISATION

*508. **Sardar Hukam Singh:** (a) Will the Minister of **Food and Agriculture** be pleased to state what was the area of *Kans*-infested land reclaimed during the year 1951-52 by the Central Tractor Organisation?

(b) What was the area of land ploughed by the C.T.O. during the said year?

The Minister of Food and Agriculture (Shri Kidwai): (a) and (b). During the reclamation season of 1951-52 the Central Tractor Organisation has reclaimed, up to 25th May, 1952, 2,10,000 acres of *Kans* infested land. In addition, an area of 19,901 acres of jungle land was cleared out of which 17,667 acres were prepared for receiving seed.

Sardar Hukam Singh: Can the hon. Minister give any estimate of the additional production of food grains that is expected from this reclamation?

Shri Kidwai: I am not prepared to give any off-hand answer. When the reclaimed land is brought under cultivation, necessarily there will be some increase in food production.

Sardar Hukam Singh: What is the number of tractors employed for this reclamation?

Shri Kidwai: I will require notice of that question.

Sardar Hukam Singh: Were they all new tractors; or tractors received from the American army disposals?

Shri Kidwai: This question does not relate to what tractors were used and where they came from.

Sardar Lal Singh: Is there any private organisation engaged in reclamation working side by side, which can give us a comparative idea of efficiency of work and cost.

Shri Kidwai: This question relates to acreage of land reclaimed; not about the cost of operation.

पंडित सी० एन० मालवीय : क्या माननीय मंत्री यहोदय यह आंकड़े बता सकेंगे कि जो रकबा रिक्लेम हुआ है उस में से कितना रकबा ऐसा था जो काश्तकारों के पास था और कितना ऐसा था जो गवर्नमेन्ट के कब्जे में था ?

[**Pandit C. N. Malviya:** Will the hon. Minister be able to tell how much of the reclaimed area was under the possession of the cultivators and how much under the possession of the Government before being reclaimed?]

श्री किदवाई ; अगर कास्तकारों के कब्जे में होता तो रिक्लेमेशन का सवाल ही न पैदा होता ।

[**Shri Kidwai:** Had the land been under the possession of cultivators there would have been no question of its reclamation.]

Shri M. R. Krishna: May I know, Sir, what extent of land thus reclaimed has been brought under cultivation and the acreage lying uncultivated?

Shri Kidwai: As I have stated in the reply, out of 19,901 acres, 17,667 acres has been brought under cultivation. About the other 2,000 acres the States have assured us that most of it will be brought under cultivation.

ANTI-T. B. DRUG

***509. Sardar Hukam Singh:** Will the Minister of **Health** be pleased to state:

(a) whether the Schering Corporation, an American firm made an offer to supply Iso-Niacin Hydrazide to the Government of India for the treatment of tuberculosis cases; and

(b) if so, whether that offer has been accepted and the drug ordered or not?

The Minister of Health (Rajkumari Amrit Kaur): (a) Yes, the firm mentioned and some others have offered the Drug.

(b) The offers have been accepted. Controlled investigations on the efficacy of the Drug are being carried out in a number of T.B. institutions in the country.

Sardar Hukam Singh: In what countries has this drug been tried and what is the extent of its efficacy?

Rajkumari Amrit Kaur: We have no information as to the results of the investigations in foreign countries: but wherever the drug is produced it is being tried.

Sardar Hukam Singh: Do we get any international assistance in our combat against T.B.

Rajkumari Amrit Kaur: No: we could not get any international assistance for a drug whose efficacy is still being investigated.

Shri S. V. Ramaswamy: Are any attempts being made to produce streptomycin or anti-biotics like chlomycetin in this country?

Rajkumari Amrit Kaur: No, Sir.

Kumari Annie Mascarene: May I know whether we get any contribution from the World Health Organisation for this drug?

Shri V. P. Nayar: How does this drug compare in its efficacy and price with Para-amino-salcylic acid, that is, p.a.s?

Rajkumari Amrit Kaur: I said the efficacy of the drug is still under investigation; I am not, therefore, in a position to give a reply.

PRICES OF STREPTOMYCIN

***510. Shri M. L. Dwivedi:** Will the Minister of **Health** be pleased to state:

(a) whether any steps are being taken by the Government of India to bring down the price of streptomycin:

(b) whether any free supply of the medicine has been provided for; and

(c) if so, the amount of money provided for this purpose ?

The Minister of Health (Rajkumari Amrit Kaur): (a) Yes. Liberal imports of Streptomycin are being allowed and the price of the drug is being controlled under the Drugs (Control) Act, 1950.

(b) Yes.

(c) Amounts sanctioned by the Ministry of Rehabilitation for purchase of Streptomycin and P.A.S. for free supply to indigent displaced T.B. patients:—

1949-50	Rs. 13,250
1950-51	Rs. 33,685
1951-52	Rs. 50,000

Amounts sanctioned by the Minister of Health from the Health Minister's Charity Fund to indigent T.B. patients for purchase of Streptomycin and other requirements:—

1949-50	—
1950-51	Rs. 700
1951-52	Rs. 2,377

Separate figures for Streptomycin alone are not available.

Shri M. L. Dwivedi: The statement shows that the amount sanctioned by the Minister of Health from the Health Minister's Charity Fund to indigent T.B. patients for purchase of streptomycin is Rs. 2,377; may I know, Sir, whether this sum is considered sufficient for the purpose?

Rajkumari Amrit Kaur: Yes, Sir. All hospitals are stocked with these medicines. If there is any indigent patient who requires special help, such help is given from this Fund. This is only one such charity fund; there are other funds also which help such patients.

Shri M. L. Dwivedi: What is the total quantity of drug imported into India and the price paid for it?

Rajkumari Amrit Kaur: I would like to have notice of that question. The drug is on the O.G.L. and a great deal of it comes within the country.

Shri M. L. Dwivedi: Is this drug manufactured in India anywhere?

Rajkumari Amrit Kaur: No, Sir.

Shrimati Renu Chakravartty: What is the machinery which distributes the free medicine: how do you certify that a person requires free medicine?

Rajkumari Amrit Kaur: As a rule, as far as the Central Ministry of Health is concerned, the applications come to me. I investigate whether they really are in need and then the money is sent to the hospital or sanatorium where the patient is being treated.

Shrimati Renu Chakravartty: How many such free patients have been treated last year?

Rajkumari Amrit Kaur: The number would go into many thousands; I could not give you the information.

पंडित ए० आर० शास्त्री : क्या उत्तर प्रदेश के भुवाली सेनोटोरियम के पेशेन्ट्स को भी यह दवा मुफ्त दी गई है ।

[**Pandit A. R. Shastri:** Has this medicine also been made available free to the Bhowali Sanatorium of Uttar Pradesh?]

राजकुमारी अमृत कौर : मैं समझी नहीं कौन सी दवा ।

[**Rajkumari Amrit Kaur:** I could not follow which medicine.]

पंडित ए० आर० शास्त्री : स्टैप्टोमाइसीन ।

[**Pandit A. R. Shastri:** Streptomycin.]

राजकुमारी अमृत कौर : इसके बारे में मुझे पूछना होगा । लेकिन अगर भुवाली से कोई दरख्वास्त आई होगी तो मुमकिन है कि दी गई हो ।

[**Rajkumari Amrit Kaur:** I shall have to enquire about it. If there was any application from Bhowali it is possible that it might have been given.]

RETRENCHED EMPLOYEES OF INTEGRATED STATES

*511. **Shri M. L. Dwivedi:** Will the Minister of States be pleased to state:

(a) whether the questions of pensions, gratuities and compensation to the employees of integrated States, who were served with notices of non-requirement of services as a result of integration, mergers or any other reason, have been finally settled;

(b) if not, what percentage of such employees is still awaiting such settlement;

(c) the time likely to be taken in final settlement; and

(d) the causes of delay in disposing of the cases of such employees?

The Minister of Home Affairs and States (Dr. Katju): The former Indian States were either merged in the neighbouring Part A States, or integrated as Part B States, or constituted into Part C States. The Central Government are responsible for public services in Part C States only.

2. Information in respect of Part C States is being collected and will be placed on the Table of the House in due course.

Shri M. L. Dwivedi: May I know why the question of absorption of the employees who were formerly in the Part C States or Part B States which States have now been merged in Part A States as enclaves, has been delayed up to this time?

Dr. Katju: I do not quite understand about this being delayed. The answer that I have given is that so far as Part A States and Part B States are concerned it is a matter for them, but so far as Part C States are concerned I shall obtain the information and lay it before the House.

Shri M. L. Dwivedi: Certain employees who were residing in enclaves have been transferred to Part A States. Their service has not been counted in the merging States nor have they been absorbed so far although a period of two years or more has elapsed.

Mr. Speaker: He said it is a matter for the States concerned. It is for the State Governments to reply when those enclaves are merged in those States.

Shri M. L. Dwivedi: What I was saying was that it is the Ministry's responsibility—they have merged the States and the question of employment of these persons is the fundamental responsibility of the Ministry.....

Mr. Speaker: Let him not argue—the reply is to be taken as it is.

Pandit Munishwar Datt Upadhyay: May I know the number of employees who were thrown out of employment on account of the integration of States?

Dr. Katju: Integration into which States? Part C States or Part B States?

Pandit Munishwar Datt Upadhyay: All the States.

Dr. Katju: All the States. I am repeating for the third time that so far as Part A States and Part B States are concerned I do not know, so far as Part C States are concerned I shall let you know.

Shri M. L. Dwivedi: May I know whether it is not the responsibility of the Ministry of States to look into the cases of persons who were employed in Part B States?

Mr. Speaker: He may raise that point when the Budget Demands come up. We are not here to argue.

FOOD PRODUCTION

*512. **Dr. Ram Subhag Singh:** Will the Minister of **Food and Agriculture** be pleased to state the target of additional food production fixed for the year, 1952?

The Minister of Food and Agriculture (Shri Kidwai): Attention of the hon. Minister is drawn to my answer in Parliament to Part (c) of Starred Question No. 237 by Shri S. N. Das on the 28th May 1952.

Dr. Ram Subhag Singh: Are any additional efforts proposed to be made for effecting this additional food production?

Shri Kidwai: Some proposals are under consideration, but it will be premature to say that any decision has been taken.

Shri C. N. P. Sinha: May I know what will be the additional target of Bihar and how the Government proposes to meet the food requirements of Bihar?

Shri Kidwai: I have not got any separate figures state-wise.

Shri V. P. Nayar: Is this estimate also subject to the usual disappointments of the Government?

Mr. Speaker: Order, order.

RADIO TELEPHONE LINK WITH AFGHANISTAN

*513. **Dr. Ram Subhag Singh:** (a) Will the Minister of **Communications** be pleased to state whether Government propose to link India with Afghanistan by radio telephone?

(b) If so, to which station in India Kabul would be connected?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes, when additional equipment becomes available both in India and Afghanistan.

(b) This will be decided in consultation with the Government of Afghanistan after the necessary equipment has been installed and tests carried out.

Dr. Ram Subhag Singh: May I know when these additional equipments are expected to be received?

Shri Raj Bahadur: According to the statement made by the hon. Minister of Communications in Afghanistan, it is expected that they will be able to get this equipment within a period of 18 months.

IMPORT OF FOODGRAINS FROM CHINA OR RUSSIA

*514. **Shri Velayudhan:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Government of India have received any offer of foodgrains from China or Russia on barter basis or on any other basis; and

(b) if so, what was the response given by the Government of India to this offer?

The Minister of Food and Agriculture (Shri Kidwai): (a) We have this year received an offer of 1,00,000 metric tons of rice on cash basis from China. No offer has been received from Russia.

(b) We deeply appreciated the offer of China and have entered into a contract with the Chinese Government to purchase the rice.

Shri Velayudhan: May I know whether the Government of U.S.S.R. offered any rice on a barter basis?

Mr. Speaker: I think this question has been put several times previously.

Shri Kidwai: Sir, I have said that no offer was made by Russia.

Shri Gurupadaswamy: May I know whether Government have refused imports of rice from China and Russia in preference to wheat from America?

Mr. Speaker: All these aspects have been raised before. Of course I cannot remember whether it was put by the same hon. Member or not, but these questions have been put before.

Shri Gurupadaswamy: I want to know whether there has been a refusal?

Mr. Speaker: The same question is being repeated.

Shri K. Subrahmanyam: In the case of the offer from China may I know whether the money will be paid to the Chinese Embassy in India?

Shri Kidwai: I do not know about the arrangement for payment. The agreement signed there has not yet reached us but the money will be paid according to the usual channels.

Shri G. P. Sinha: Is it a fact that the said country's demand is for supply of essential commodities in exchange for grains?

Shri Kidwai: But I have said that the arrangement is on a cash basis.

RATIONING

*515. **Shri Velayudhan:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the States where the ration has been increased recently; and

(b) the States which demanded the increase of their ration?

The Minister of Food and Agriculture (Shri Kidwai): (a) Only in Travancore-Cochin has there been an increase in the over-all ration during this year.

(b) None.

Shri Velayudhan: May I know whether the Government is aware that while this increase has been ordered no ration is given?

Shri Kidwai: If the hon. Member brings to my notice any case where the rations are not supplied then I will ask the Travancore-Cochin Government to look into the matter.

Shri Velayudhan: May I know whether Government is aware that there is a decrease in the purchase of rations by the cardholders after the rise in the price of rations?

Shri Kidwai: I am not aware of it but I will make enquiries if the hon. Member so desires.

Shri Punnoose: Can the Minister tell us the amount of ration that is given in the Travancore-Cochin State?

Shri Kidwai: Rice 6 oz. and wheat 6 oz.

Shri Pocker Saheb: May I know whether there has not been a demand from the State of Madras for an increase in the rice ration?

Shri Kidwai: Yes, there has been a demand for the increase of the rice portion of the rations.

श्री एम० एल० द्विवेदी : क्या मैं माननीय मंत्री महोदय से यह पूछ सकता हूं कि दिल्ली राज्य में चावल की किस्म में कोई सुधार होने की उम्मीद है ?

[**Shri M. L. Dwivedi:** May I know whether there is any possibility of supplying better quality rice in Delhi?]

श्री किदवई : कोशिश की जा रही है कि विन्ध्य प्रदेश से यहां चावल मंगाया जाय और उम्मीद है कि वह अच्छा होगा ।

[**Shri Kidwai:** Efforts are being made to get rice here from Vindhya Pradesh the quality of which is expected to be better.]

Shri Punnoose: Is he aware that at present in Travancore-Cochin the quantity of ration is 4½ oz. rice plus 1½ oz wheat? That comes to 6 oz.?

Shri Kidwai: I have got before me information that six ounces of rice and 6 ounces of other cereals are being supplied in the rationed areas.

Kumari Annie Mascarene: That is not being given effect to.

Mr. Speaker: Order, order.

Shrimati Renu Chakravartty: In view of the long period of austerity rations in rice-eating areas and in view of the fact that we are getting rice from various other countries to meet the shortage, is there any proposal before Government to increase the amount of rice given to rice-eating States like West Bengal?

Shri Kidwai: Rice is being imported only to be supplied to States where there is shortage of rice.

LAND TRANSFORMATION PROGRAMME

*516. **Shri S. N. Das:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the State Governments have selected certain areas with assured water supply where they will concentrate their efforts of "Grow More Food" campaign and make available necessary funds and technical facilities with a view to secure maximum yield within a short time as a part of the land Transformation Programme; and

(b) if so, what are the areas selected by the Government of Bihar?

The Minister of Food and Agriculture (Shri Kidwai): (a) Yes.

(b) A list is placed on the Table of the House. [*See* Appendix III, annexure No. 22.]

Shri S. N. Das: What is the total acreage of land covered by this intensive cultivation throughout the country?

Shri Kidwai: The total is in the statement itself.

Shri S. N. Das: I want the total acreage throughout the country covering all the States.

Shri Kidwai: The question was confined only to Bihar and therefore I have not got the all-India figures.

Shri S. N. Das: What percentage of the total funds allotted for the Grow More Food Campaign will be diverted to these areas and what percentage to the other areas?

Shri Kidwai: The funds are allotted to the States and it is for them to decide in what particular area the money is to be spent.

Shri S. N. Das: May I know whether any conditions are laid down which the cultivators in these areas will have to fulfil if they apply for these funds?

Shri Kidwai: It is for the State Governments to decide whether they should lay down any conditions or whether they are satisfied that such conditions are unnecessary.

Sugar Mills

***517. Shri S. C. Samanta:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) how many sugar mills there are in India (State by State);

(b) whether Government propose to set up or encourage the setting up of any sugar factory in West Bengal in the near future; and

(c) the amount of production of sugar-cane and sugar in the State of West Bengal in the year 1951-52?

The Minister of Food and Agriculture (Shri Kidwai): (a) A statement giving the required information is placed on the Table of the House. [*See* Appendix III, annexure No. 23.]

(b) The matter is under consideration.

(c) The estimated production of sugarcane during 1951-52 in the State of West Bengal is 85,000 tons in terms of *gur*. The quantity of sugar produced in that State during 1951-52 amounted to 7157 tons.

Shri S. C. Samanta: The statement says that there are three sugar mills in West Bengal. May I know the location of these three mills?

Shri Kidwai: I think the hon. Member knows better than I do.

Shri S. C. Samanta: What is the number of proposed new sugar mills in West Bengal, since the hon. Minister's reply to part (b) was that the matter was under consideration?

Shri Kidwai: Different proposals have been received from the State as to where new factories are to be established but the matter has not yet been decided as to whether we require more mills or the present mills alone will suffice for our purposes.

Shri S. C. Samanta: With reference to part (c) of the question, may I know how far in West Bengal the supply of *gur* and sugar falls short of the demand?

Shri Kidwai: They have always imported them from other parts of the country into West Bengal. As to what is the exact quantity consumed and what is the quantity suspected to be smuggled to East Bengal I am not able to say.

Shri B. S. Murthy: What is the additional acreage brought under sugarcane cultivation during 1951-52?

Shri Kidwai: The question did not relate to that. I think the additional acreage brought under sugarcane cultivation during the last two years is 25 per cent. in excess of the previous acreage.

Shri K. K. Basu: May I know whether any of the sugar factories in India utilise the by-products?

Shri Kidwai: Some of it is being utilised.

Shri K. K. Basu: What is the number of factories utilising it?

Shri Kidwai: Power alcohol is manufactured in several places but since this question did not relate to that subject, I have not got that information.

Tung Trees

***518. Shri S. C. Samanta:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the names of States where Tung trees of Chinese origin are grown in India;

(b) what are the products from Tung fruits and how they help different industries; and

(c) the locations of factories with modern machineries that use Tung fruits?

The Minister of Food and Agriculture (Shri Kidwai): (a) Tung trees have been grown in the States of Assam, Bihar, Bombay, Coorg, Kashmir, Madras, Mysore, Punjab, Travancore and Cochin, Uttar Pradesh and West Bengal.

(b) The seed of tung which is a quick drying material fruit yields oil with high water-proofing qualities. The oil is used mainly in the water proofing, paints and varnish industries. It is also an ideal dressing for leather and is used for this purpose in the leather industry. Some of the other uses to which it can be put are manufacture of special kind of soap and preparation of Indian ink.

The cake left after extraction of oil can be charred and mixed with the sediments of tung oil to form a paste, which is useful for caulking the boats to make them water-tight. The cake can also be used as fertiliser.

(c) According to information available, there are two factories in Calcutta which extract tung oil with the help of modern machinery.

Shri S. C. Samanta: Will the hon. Minister supply us information as to what is the climatic condition and the nature of the soil necessary for growing tung trees? (*Interruptions*).

Mr. Speaker: Order, order.

Shri S. C. Samanta: What are the other varieties of trees of Chinese origin that are grown in India or experimented upon in India?

Shri Kidwai: I require notice.

Shri S. C. Samanta: What are the places where for the first time these trees were grown?

Shri Kidwai: I cannot remember correctly but I think it was in Bengal.

Jonab Amjad Ali: Is there any proposal under the contemplation of the Government to establish a tung oil factory in Assam?

Shri Kidwai: There is no such proposal so far as I am aware.

श्री बादशाह गुप्त : जिन राज्यों में यह दरख्त नहीं पैदा हो रहा है उसका क्या कारण है ?

[**Shri Badshah Gupta:** What is the reason this tree is not growing in some states?]

Mr. Speaker: Order, order.

श्री किदवई : गालिबन दो कारण हो सकते हैं। या तो वहां के रहने वालों में ऐसी इंटरप्राइजिंग स्पिरिट नहीं है कि एक नई चीज का तजुर्बा करें, या वहां की जमीन इस काबिल नहीं है कि यह उग सके।

[**Shri Kidwai:** There can be two reasons. Either the people there do not have the enterprising spirit of experimenting with a new thing or the soil there is not congenial to its growth.]

Warning Messages

*519. **Shri S. C. Samanta:** Will the Minister of **Communications** be pleased to state:

(a) whether it is a fact that about 3200 warning messages of heavy rainfall and storms were issued to the listed authorities during the year 1951-52;

(b) in how many cases and in how many places these warning messages did not come true; and

(c) whether the listed authorities sent any reply to the warning messages sent?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The correct figure for 1951-52 is 5,865.

(b) In 206 cases, in respect of 77 places.

(c) No. they do not send any replies to the warning messages but some of them send their views on the utility of the messages in reply to a circular issued by the Department at the end of each year.

Shri S. C. Samanta: Would the hon. Minister give the names of the listed authorities and how they make arrangements to send messages to the agriculturists?

Shri Raj Bahadur: I am afraid it is a long list. In the present year, storm warnings were issued to 106 listed authorities and heavy rainfall warnings to 225 such authorities.

Shri S. C. Samanta: May I know whether the Government have ascertained the causes for the messages not coming through?

Shri Raj Bahadur: It depends upon the listed authorities themselves to disseminate the messages they receive from us.

Shri S. C. Samanta: Is it not a fact that the menial staff being poorly paid do not do their duty well?

Mr. Speaker: That is too general a question.

USE OF PAKISTAN FLAG DURING ELECTIONS

*520. **Shri P. T. Chacko:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether reports that Pakistan flag was used by the Muslim League in certain places during the Election Campaign has come to the notice of Government; and

(b) if so, whether Government have made any enquiries in the matter?

The Minister of Home Affairs and States (Dr. Katju): (a) and (b). There were reports to this effect in the Madras State. Enquiries made from the Madras Government show that these reports were incorrect.

Shri P. T. Chacko: May I know whether citizens, institutions or organisations are permitted to use flags of foreign States on any occasions?

Dr. Katju: They should not use them.

Shri Venkataraman: During the last session of Parliament I drew the attention of the hon. the Home Minister to a judgment of the Madras High Court deprecating the use of foreign flags and the hon. Minister said that the Government is considering the question. May I know what decision has been taken in respect of that?

Dr. Katju: The House would recollect that in the judgment referred to, one learned Judge expressed an academic opinion of his own. His colleague on the bench carefully said that he was expressing no opinion and he should not be deemed to be a party to that particular portion of the Judgment. The legal aspect of it is being considered. The present question was whether the flag had been actually used, and the information is that it was not used.

Shri B. Shiva Rao: May I ask whether it is not a fact that in certain parts of South Kanara, Muslim League volunteers paraded the streets with Pakistan flags; and in view of that, will the hon. the Home Minister ask the Madras Government to call for a specific report on that question from the Collector of that district?

Dr. Katju: If my hon. friend will give me specific information about any particular area, I shall make further enquiries. But at present the Madras Government have mentioned one particular village in Malabar and they said it was not the Pakistan flag but only the Muslim League flag, the two being completely different from each other.

पंडित ए० आर० शास्त्री : यह जो जांच हुई है किस के द्वारा कराई गई ?

[**Pandit A. R. Shastri:** By whom was this enquiry made?]

डा० काटजू : यह जांच मद्रास गवर्नमेन्ट ने अपने द्वारा की होगी ।

[**Dr. Katju:** By the Madras Government.]

Shri Pocker Saheb: Are Government aware that this question of the Pakistan flag having been used in the elections was raised only by one of the defeated Ministers from Malabar, and though thousands of meetings were held during the elections nobody ever saw such a flag being used and the question was not raised by anybody?

Mr. Speaker: I think it is all information.

Shri Velayudhan: May I know whether the hon. Minister is aware that the Union Jack is flying over Parliament House today?

Mr. Speaker: Order, order. The hon. Member before putting his question must get sure about his facts, the reasons and all that. It is no use putting a question without information or knowledge.

Shri Velayudhan: But the flag is there.

Mr. Speaker: The flag is there, and for a good cause.

Shri Velayudhan: I do not know.....

Mr. Speaker: If he does not know, he should make enquiries. He does not understand the international implications of such a question.

Shri Velayudhan: I protest.

Several Hon. Members: Order, order.

Mr. Speaker: He may protest outside the House, not inside.

ISO-NIACIN-HYDRAZIDE

*521. **Shri P. T. Chacko:** Will the Minister of **Health** be pleased to state:

(a) whether experiments have been conducted in India in ISO-NIACIN-HYDRAZIDE treatment for tuberculosis patients; and

(b) if so, with what results?

The Minister of Health (Rajkumari Amrit Kaur): (a) Clinical trials are being carried out in several tuberculosis institutions in India on the efficacy of ISO-NIACIN-HYDRAZIDE in the treatment of tuberculosis.

(b) Reports on these trials are expected to be available in a few months' time.

Shri P. T. Chacko: May I know how long it will take for completing one course of this treatment?

Rajkumari Amrit Kaur: It depends on what the doctors report.

Shri P. T. Chacko: What would be the cost for one course of treatment for one patient?

Mr. Speaker: Again, it will depend on the length of the treatment!

Shri P. T. Chacko: Sir, I want to know the cost for a specific drug which is utilized.

Mr. Speaker: I think it is too vague a question.

श्री धुलेकर: जिस मुल्क से यह ड्रग आई क्या सरकार के पास कोई रिपोर्ट है कि इस पर वहां कोई तजुर्बा किया गया है और कितने बीमारों के ऊपर किया गया है।

[**Shri Dhulekar:** Have the Government received any report about the results of experiments carried on with the drug in the country of its origin and the number of patients on which it was tried?]

राजकुमारी अमृत कौर: इस ड्रग को आये हुए अभी थोड़े दिन हुए हैं। कोई ६ और ७ जगहों पर इसका तजुर्बा किया जा रहा है और अभी तक हमारे पास इस बारे में कोई रिपोर्ट नहीं आई।

[**Rajkumari Amrit Kaur:** It is not very long since this drug came here. Trials are being held at 6 or 7 places, and we have so far received no report in this connection.]

I.C.A.O. (AVIATION EXPERTS)

*522. **Dr. M. M. Das:** Will the Minister of **Communications** be pleased to state:

(a) whether an agreement has been concluded between India and the I.C.A.O. under which Aviation experts will be provided to India by the I.C.A.O.;

(b) if so, the terms of the agreement; and

(c) the branches of Aviation in which the said experts have specialised?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes Sir.

(b) A copy of the agreement is laid on the Table of the House. [*See* Appendix III, annexure No. 24.]

(c) International Civil Aviation Organisation has undertaken to provide four experts who will be specialists in (i) Aeronautical Inspection (including Research and Development), (ii) Cost Accounting of Air Lines Operations, (iii) Aeronautical Training (including flying and ground personnel) and (iv) Aeronautical Communications.

Dr. M. M. Das: May I know whether Government propose to reorganize the system of training given to our ground personnel and pilots as well as the inspection directorate of the Central Government, under the guidance of these experts?

Shri Raj Bahadur: The matter is under examination. Of course, the advice given by the experts will be taken note of and acted upon by us as best as we can.

Dr. M. M. Das: May I know whether it is a fact that the necessity for the advice of these aviation experts has become imperative nowadays due to the increased frequency of air accidents in this country?

Shri Raj Bahadur: Such advice is always welcome.

Dr. M. M. Das: May I know whether the Investigation Committee under Justice Chandrasekhara Ayyar, which is enquiring into the recent Delhi air accident, has recommended that the system of training in this country of our air personnel should be made more efficient under the guidance of these experts?

The Minister of Communications (Shri Jagjivan Ram): Even before the report by Mr. Justice Chandrasekhara Ayyar was submitted, Government have taken steps to set up two Committees to examine the whole question of training, safety and other allied matters. Apart from these two Committees, Government are already taking steps for increasing efficiency in training, safety and other matters.

Dr. M. M. Das: May I know what will be the exact nature of duties of these experts that are coming?

Shri Raj Bahadur: Those duties are mentioned in the Agreement. It is, of course, to assist and help us in the matter of civil aviation, that we want them.

Dr. M. M. Das: May I know whether it is a fact that the Air Traffic Control officers posted in the aerodromes of our country are even now examined and selected by International Civil Aviation experts?

Shri Raj Bahadur: I am not quite sure of it.

Shri Syed Ahmed: May I know the names of the experts?

Shri Raj Bahadur: The Agreement was signed on 29th April, 1952, and so far, only one expert (for Cost Accounting of Air Lines Operations) has been provided. His name is not mentioned.

Dr. M. M. Das: May I know whether the hon. Minister is in a position to give us an idea about the remuneration and monthly emoluments of these experts that are coming?

Shri Raj Bahadur: Under Article V(a) of the Agreement, the remuneration and other things are to be borne by the I.C.A.O., and the Agreement as such does not disclose them. It depends upon the terms of agreement with the particular officer.

Railway Colony near Kanpur

***523. Pandit Munishwar Datt Upadhyay:** Will the Minister of **Railways** be pleased to state:

(a) what is the size and capacity of the colony proposed to be established near Kanpur for the Railway employees; and

(b) how many houses are to be provided in this colony, what is the estimated cost of it and whence it is to be met?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The proposed colony near Kanpur would be in an area of about 300 acres of land capable of accommodating about 2,250 employees and their families.

(b) About 1,900 units of quarters are proposed to be provided at an estimated cost of Rs. 105 lakhs, subject to funds being available, after the current financial year.

पंडित मुनीश्वर दत्त उपाध्याय : क्या मैं जान सकता हूं कि किस श्रेणी के रेलवे कर्मचारी इस में निवासस्थान पायेंगे ।

[Pandit Munishwar Datt Upadhyay: May I know what class of railway employees would be allotted this accommodation?]

श्री एल० बी० शास्त्री : तीसरे और चौथी श्रेणी के ।

[Shri L. B. Shastri: Class III and IV.]

पंडित मुनीश्वर दत्त उपाध्याय : क्या कोई योजना ऐसी भी है जिसमें चौथी श्रेणी के रेलवे मजदूर जो रेलवे में काम करते हैं वह भी स्थान पा सकें ।

[Pandit Munishwar Datt Upadhyay: Is there any scheme covering class IV railway workers also?]

श्री एल० बी० शास्त्री : जी हां, चौथी श्रेणी के मजदूर भी इसमें आते हैं

[Shri L. B. Shastri: Yes, Sir, Class IV railway workers are also covered by it.]

पंडित मुनीश्वर दत्त उपाध्याय : क्या कोई ऐसी योजना भी है जिसमें रेलवे में बड़े कर्मचारी जो बड़ी तनख्वाह पाते हैं उनको भी इसमें हिस्सा मिलेगा ।

[Pandit Munishwar Datt Upadhyay: Is there any proposal to cover under this scheme highly placed railway officials drawing large salaries?]

श्री एल० बी० शास्त्री : अभी तक जो क्वार्टर्स बने हैं उनमें इस तरह के कर्मचारी नहीं आ सकते ।

[**Shri L. B. Shastri:** The quarters so far built are not meant for such employees.]

श्री धुलेकर क्या सरकार इस योजना में यह बात रक्खे गी कि जो मकानात बनाये जा रहे हैं वह हायर परचेज सिस्टम के मुताबिक उन को दे दिये जायेंगे जो उनमें रहते हैं।

[**Shri Dhulekar:** Will the Government incorporate a provision in the plan that the houses would be made the property of those who reside in them on the basis of hire purchase system?]

श्री ऐल० बी० शास्त्री : जी नहीं, ऐसी योजना नहीं है।

[**Shri L. B. Shastri:** No, Sir, there is no such scheme.]

Shri Dhusiya: What would be the dimension of one house and how many members would be accommodated in one house?

Mr. Speaker: I think it is going into many details. He may study the plans.

श्री बादशाह गुप्त : जो ज़मीन ली जाने वाली है क्या उसका फैसला हो चुका है।

[**Shri Badshah Gupta:** Has a final decision been made about the land that is to be acquired?]

श्री ऐल० बी० शास्त्री : जी हां, ज़मीन का फैसला हो चुका है।

[**Shri L. B. Shastri:** Yes, this has been decided.]

Shri B. S. Murthy: May I know how do these tenements compare with those that have been already built in Chittaranjan?

Shri L. B. Shastri: I am not quite sure as I do not know the details, but I hope they will be as far as possible built on the pattern of Chittaranjan.

Shri Nambiar: What steps the Government have taken on the representation received on the construction of houses which are very small, say, for instance, A, B, C and D type quarters now under construction?

Shri L. B. Shastri: This question concerns the Kanpur colony. The hon. Member has put a very general question. That question of providing more space in the existing quarters A, B, C and D is under consideration.

FOOD SUBSIDY (PRICES)

*524. **Shri T. N. Singh:** (a) Will the Minister of **Food and Agriculture** be pleased to state the extent to which prices of foodgrains have risen as a result of the stoppage of food subsidy?

(b) What has been the percentage of the increases so far as cereals are concerned in the States of Uttar Pradesh, West Bengal, Bihar, Bombay, Madras and Madhya Pradesh?

(c) Has any assessment been made of the effect of this on wage level and prices of consumer goods?

(d) Has the stoppage of food subsidy adversely affected procurement of foodgrains in the States?

The Minister of Food and Agriculture (Shri Kidwai): (a) Attention is invited to the statement laid on the Table of the House in reply to part (b) of starred question No. 40 by Shri B. K. Das on 20th May 1952.

(b) A statement indicating the percentage of increase in respect of overseas wheat, coarse rice and milo is laid on the Table of the House. [*See* Appendix III, annexure No. 25.]

(c) No.

(d) There is no indication that the stoppage of subsidy has adversely affected procurement of foodgrains in the States.

Shri Kidwai: I want to make a little correction in the statement. It has been shown that in the U.P. also there has been some rise in the issue price. I do not know how it came in, because it is not correct. They are contemplating to raise the price, but they have not yet raised it.

Shri T. N. Singh: May I know whether as a result of rise in issue prices, the Government of India have instructed the Provincial Governments to raise the procurement price also?

Shri Kidwai: The Government of India is on the contrary suggesting that in some States where wheat and other cereals are available in abundance and the black market and the open market price is lower, the procurement price should be lowered.

Shri T. N. Singh: May I know whether the Government are aware that as a result of stoppage of food subsidy there have been demands from labourers for a rise in wages?

Shri Kidwai: Wherever there has been a rise in the price of foodgrains the demand for rise in wages is very natural.

Shri T. N. Singh: Has any attempt been made by Government to correlate the higher cost of living with the wage level?

Shri Kidwai: So far as the organized labour is concerned in most places this is so.

Shri Dabhi: May I know whether in Bombay State the issue price of cereals has increased by 47 per cent?

Shri Kidwai: In Bombay it is 47·6 per cent.

Shri Thanu Pillai: May I know whether wheat has not been taken even before the stoppage of subsidy in Madras?

Shri Kidwai: In Madras State there is some wheat which the Government has now declared as surplus.

Shri Thanu Pillai: Is it a fact that because of non-taking of this wheat it became rotten and when it was distributed, it was made much fuss of by some parties that we are giving rotten wheat to the people?

Shri Kidwai: I am not aware of this, but I can accept the hon. Member's statement.

Shri K. G. Deshmukh: In how many states *satyagraha* was offered on the stoppage of this subsidy?

Shri Kidwai: I think it was offered in only one state and that is Bombay.

Shri T. N. Singh: Are the Government aware of the fact that this year procurement has been lower so far in almost every State as compared with the previous year. As a result of the further lowering of prices, do Government expect the procurement target to be reached?

Shri Kidwai: This information is quite contrary. In most of the *mandis* in Northern India more grain is being brought for procurement than Government can cope with.

Fertilisers Deal

***527. Shri K. Subrahmanyam:** Will the Minister of **Food and Agriculture** be pleased to state whether Government have ordered a fresh enquiry into the purchase, handling, forwarding and distribution of fertilisers from July 1, 1946 on the basis of the findings of Mr. Justice G. S. Rajadhyaksha of the Bombay High Court?

The Minister of Food and Agriculture (Shri Kidwai): On the basis of the findings of Mr. Justice G. S. Rajadhyaksha, Government has ordered Police investigations.

Shri K. Subrahmanyam: May I know what are the exact reasons for ordering a fresh enquiry?

Shri Kidwai: It is not a fresh enquiry. Justice Rajadhyaksha found that it is a Police case and the case has been handed over to the Police.

Shri K. Subrahmanyam: Is it true that certain officers involved in the above scandal are being transferred to other Ministries?

Shri Kidwai: The enquiry report is still confidential. As every Member of the House is aware certain officers have been arrested pending a prosecution.

Shri K. Subrahmanyam: What is the amount involved in the scandal?

Shri Kidwai: It is differently estimated. In one case it is about Rs. 86 lakhs and the other is a guess work as to what would have been the cost if the order had been placed at a certain time and this is Rs. 68 lakhs or less.

Maharaja of Manipur (Allowances)

***528. Shri L. J. Singh:** (a) Will the Minister of **States** be pleased to state what was the monthly allowance of the present Maharajah of Manipur before integration of the State with the Government of India?

(b) What is the present allowance enjoyed by the Maharajah?

The Minister of Home Affairs and States (Dr. Katju): (a) Rupees one lakh and sixty thousand per annum (Rs. 1,60,000).

(b) Rupees three lakhs per annum (Rs. 3,00,000) but this is inclusive of the allowances to be paid to the relatives of the Ruler, expenditure on certain armed guards, and the maintenance of palaces etc.

Shri L. J. Singh: May I know what is the annual average income of Manipur State?

Dr. Katju: I can give you a guess, but I am not quite sure of the figure.

Shri L. J. Singh: May I know whether the Maharaja is drawing his allowance from the Government of India's exchequer or from the State exchequer?

Dr. Katju: The Privy Purse is paid in the first instance by the Government of India.

Short Notice Question and Answer

Food Scarcity in West Bengal

Shri B. K. Das: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the attention of Government has been drawn to the distress in several districts of West Bengal due to scarcity of food;

(b) what are the areas affected and what is the condition prevailing there;

(c) what is the price of rice in these areas; and

(d) what steps have been taken to alleviate the distress?

The Minister of Food and Agriculture (Shri Kidwai): (a) and (b). Yes. Distress is prevailing in the Sunderban area and in the Basirhat sub-division of the 24-Parganas. During the last two years the crops have failed owing to drought or floods and the purchasing power of the people has been reduced.

(c) The wholesale open market price of rice in these areas is reported to be Rs. 43 per maund.

(d) A statement giving the required information is placed on the Table of the House.

STATEMENT

The details of measures sanctioned by the West Bengal Government for the alleviation of distress in scarcity areas are:—

Nature of relief	Amount sanctioned
(1) Agricultural Loans	2,50,000
(2) Land Improvement Loans	68,550
(3) Crop Loans	5,07,900
(4) Gratuitous Relief	1,20,000
(5) Loans to Artisans	700
(6) Test Works	60,554

The Government of West Bengal are distributing 7,160 lbs. of milk powder and 531 lbs. of multipurpose food to needy persons, they are also distributing 10,000 pieces of cloth, blankets and children's garments.

Arrangements have been made for distribution of gratuitous relief among old and infirm women and children. Test Works have been started at convenient centres to provide employment to the able-bodied. Broken rice has been sent to the distressed areas to be sold by special shops at As. -/3/9 per seer through a chain of local dealers near the sites of Test Works. Relief to able-bodied distressed Women is being organised in the shape of paddy husking by 'dhenkies' in certain areas. Milk, garments for children and cloth are also being distributed among distressed people.

Shri B. K. Das: With reference to part (c) of the question, the hon. Minister has said that it is Rs. 43. Is it the average price that is given or the maximum?

Shri Kidwai: It is reported to be black-market price which it is difficult to ascertain.

Shri B. K. Das: Regarding the relief measures that have been taken, may I know whether any cheap grain shops have been opened in that area, and what is the number of such shops?

Shri Kidwai: The information that was available has been supplied in the statement. I may inform the hon. Member that I am going there to see what further help can be given. I will discuss this matter with the State Government of West Bengal.

Shri B. K. Das: May I know whether modified rationing has also been introduced in that area?

Shri Kidwai: I have no information. In this statement it is said:

> "Arrangements have been made for distribution of gratuitous relief among old and infirm women and children. Test works have been started at convenient centres to provide employment to the able-bodied. Broken rice has been sent to the distressed areas to be sold by special shops at As. -/3/9 per seer through a chain of local dealers near the sites of Test works. Relief to the able-bodied distressed women is being organised in the shape of paddy husking etc..."

Shri B. K. Das: What was the total deficit indicated by the West Bengal Government for 1952 before these scarcity conditions occurred and what was the allocation made against their demand in rice and wheat separately?

Shri Kidwai: We had made allocations. That was the arrangement between the West Bengal Government and us. Now, they are demanding a certain quantity of additional rice. Whatever is possible will be done.

Shri B. K. Das: What is the additional quota of rice asked for?

Shri Kidwai: I think it is 2 lakh tons. I cannot give the exact figure. I have not got that paper before me.

Shri A. C. Guha: If I have heard the hon. Minister aright, he said only about the 24-Parganas. Has he not got any information about distress in the Ranaghat Sub-division of Nadia district?

Shri Kidwai: No.

Shri A. C. Guha: May I invite the attention of the hon. Minister to certain Press reports and several photos in Calcutta papers about scarcity conditions in Ranaghat and northern parts of the 24-Parganas?

Shri Kidwai: I have read some reports and I have heard something from hon. Members of this House who have met me. I said that I am proceeding there to discuss with the West Bengal Government the relief measures that are necessary to give relief to the distressed.

Shri A. C. Guha: May I know in what areas test relief works have already been organised?

Shri Kidwai: In the areas I have named in the answer.

Shri A. C. Guha: May I know whether any cheap grain shops have been opened in the district of Nadia?

Shri Kidwai: I have said that I have no information about it.

Shrimati Renu Chakravartty: I would like to ask how much the gratuitous relief that is being given works out per head. Has the hon. Minister any information on that?

Shri Kidwai: I have no information.

Shri T. K. Chaudhuri: Is the hon. Minister aware that acute distress is growing in the southern part of the district of Murshidabad, on both sides of the River Hooghly, and rice is almost unavailable or selling at prohibitive prices?

Shri Kidwai: The information that we have from the West Bengal Government, I have already read out. As I said, in the last few days, some hon. Members from Bengal have mentioned several other points. That is why I have decided to go and see things for myself. The Chief Minister has also invited me there so that we may discuss and decide the measure of relief that we can afford.

Shri A. C. Guha: May I know if the hon. Minister will also visit those distressed areas?

Shri Kidwai: May be, I may go to some places; it may not be possible to go to all places.

Dr. S. P. Mookerjee: Is the information supplied by the hon. Minister based on what he has got from the West Bengal Government?

Shri Kidwai: Of course.

Dr. S. P. Mookerjee: The hon. Minister said that the black-market price was Rs. 41.

Shri Kidwai: I said Rs. 43.

Dr. S. P. Mookerjee: Is he aware that the open price is about Rs. 50 in many of these areas, not the black-market price?

Shri Kidwai: But that is what is called black-market price because it exceeds the price fixed by the Government.

पं० ए० आर० शास्त्री : क्या माननीय खाद्य मंत्री यह बताने की कृपा करेंगे कि उत्तरप्रदेश के पूर्वी जिलों में भी लगभग खाद्य समस्या की यही स्थिति है ?

[**Pandit A. R. Shastri:** Is the position of food in the Eastern districts of Uttar Pradesh also nearly the same?]

Mr. Speaker: Order, order. We shall not go beyond Bengal on this question.

Shri B. K. Das: May I ask, Sir, what was the price prevailing a month earlier or before the scarcity condition started, the price of rice I mean?

Shri Kidwai: I have not got the comparative figures for black-market prices.

Shri A. C. Guha: May I know whether the distress areas are mostly rural areas, not rationed areas, and if so, where the black-market price comes in?

Shri Kidwai: Prices are controlled everywhere.

Mr. Speaker: I think he is carrying on an argument.

Shri Kidwai: I have not got sufficient information about Ranaghat.

Mr. Speaker: I think it has been sufficiently discussed. We have taken about ten minutes for this one question.

WRITTEN ANSWERS TO QUESTIONS

VISIT OF MR. NORRIS DODD

*525. **Shri Barman:** (a) Will the Minister of **Food and Agriculture** be pleased to state the places and projects visited by Mr. Norris Dodd in March, 1952?

(b) Has he submitted any report?

(c) What are his views regarding Agricultural development projects in India?

(d) What are the technical and monetary aids given to India by F.A.O. in 1952?

The Minister of Food and Agriculture (Shri Kidwai): (a) A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 26.]

(b) and (c). Mr. Dodd has not sent us any reports on his visits to various places and projects but he did send a letter in which he made the point that the development of our extension projects will go a long way to solve the problem of increasing production.

(d) The technical assistance under the Expanded Technical Assistance programme of the F.A.O. is limited to the (i) assignment of experts (ii) award of training fellowships and (iii) supply of equipment for demonstration purposes, and we obtained two veterinarians, one fishery expert and one farm machinery specialist from them in 1952.

CONSTRUCTION OF HYDERABAD-NAGPUR ROAD

*529. **Shri G. S. Bharati:** (a) Will the Minister of **Transport** be pleased to state whether Government propose to connect Hyderabad with Nagpur by a direct road connection?

(b) Do Government propose to undertake the construction of the Road, and if so, when?

(c) Do Government propose to incur expenditure on this road out of the Road Fund?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes.

(b) Yes. The work has already commenced.

(c) Expenditure on this road is proposed from the capital grant voted by this House for the construction of National Highways and not from the Central Road Fund.

FACILITIES TO 3RD CLASS PASSENGERS

*530. **Pandit M. B. Bhargava:** Will the Minister of **Railways** be pleased to state:

(a) how many trains still remain to be provided with the fans in 3rd class compartments and by which date they are likely to be so fitted;

(b) what other facilities were afforded to the 3rd class passengers during the year 1951-52; and

(c) what was the amount spent on these facilities?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) About 2000 carriages have yet to be fitted with fans in third class. It is not possible to give a definite date for completion of this work. Railways have been instructed to complete the work as soon as possible.

(b) For details of other facilities provided for third class passengers during the year 1951-52 a reference is invited to the pamphlet

"Towards Better Conditions of Travel"

circulated to all Members of the House.

(c) Approximately Rs. 3 crores was spent on passenger amenities during 1951-52. This was exclusive of a sum of about 3 crores being the cost of improved facilities provided in new rolling stock.

IMPORT OF FOODGRAINS FROM PAKISTAN

*531. **Shri N. P. Sinha:** (a) Will the Minister of **Food and Agriculture** be pleased to state whether rice or wheat or both had been imported into India from Pakistan during the financial year 1951-52?

(b) If so, what quantity of each was imported and at what price?

The Minister of Food and Agriculture (Shri Kidwai): (a) Yes.

(b) Rice 176,317 tons;

Wheat 14,154 tons;

It will not be in the public interest to disclose just at present the price paid.

MERGER OF MANIPUR AND TRIPURA WITH ASSAM

*532. **Shri Rishang Keishing:** Will the Minister of **States** be pleased to state:

(a) whether Manipur and Tripura are to be merged with the State of Assam;

(b) if the reply to part (a) above be in the affirmative, the approximate date when such an action is likely to be introduced; and

(c) if the reply to part (a) above be in the negative, whether Government intend to democratise the Government in the States in deference to public opinion?

The Minister of Home Affairs and States (Dr. Katju): (a) There is no such proposal under consideration.

(b) Does not arise.

(c) The Government of Part C States Act provides for the constitution of a Council of Advisers for the purpose of assisting the Chief Commissioner in the discharge of his functions. The question of appointing such Council is under consideration.

केन नदी पर पुल

*५३३. श्री आर० एस० तिवारी : क्या यातायात मंत्री यह बतलाने की कृपा करेंगे कि :

(क) केंद्रीय सरकार ने केन नदी पर पुल बनाने के लिये यदि धन का प्रावधान किया है तो कितना ;

(ख) पुल बनाने का कार्य कब आरम्भ होगा ; तथा

(ग) यह कार्य कब तक पूरा हो जायेगा ?

BRIDGE OVER RIVER KEN

[*533. **Shri R. S. Tiwari:** Will the Minister of **Transport** be pleased to state:

(a) the amount of money, if any, that has been provided by the Central Government for construction of a bridge across the Ken river;

(b) when the construction work is to start; and

(c) by what time would the construction work of this bridge be completed?]

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Rs. 11·6 lakhs have been set aside for a bridge over river Ken on the Satna-Nowgong Road in Vindhya Pradesh to which the hon. Member apparently refers.

(b) Work was commenced in February 1952.

(c) By about the end of 1953.

LOCOMOTIVES

*534. **Shri Dhusiya:** (a) Will the Minister of **Railways** be pleased to state how many locomotive engines will be imported during the year 1952 and wherefrom?

(b) How many of them have reached India and what is the approximate time of arrival of the rest?

(c) How many of them are for broad gauge and how many for metre gauge?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) to (c). A statement showing the number of locomotives, together with their country of manufacture, received or expected to be received from abroad during the year 1952, separately for each gauge, is placed on the Table of the House. [*See* Appendix III, annexure No. 27.]

TRANSPORT ARRANGEMENTS FOR SUPPLY OF FOODGRAINS TO RAYALASEEMA

*535. **Shri B. S. Murthy:** Will the Minister of **Railways** be pleased to state:

(a) the special arrangements made for quick transport of fooodgrains and fodder from surplus areas to famine-affected areas of Rayalaseema; and

(b) whether any complaints were received that due to lack of adequate supply of wagons the relief work is hampered and if so, what action has been taken so far?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) High priority has been given for the movement of foodgrains and fodder to famine affected areas including Rayalaseema.

(b) No complaint regarding any relief work having been hampered due to lack of adequate supply of wagons for movement of foodgrains and fodder appears to have been received.

COMMISSION TO INVESTIGATE CONDITIONS OF BACKWARD CLASSES

*536. **Shri J. N. Hazarika:** Will the Minister of **Home Affairs** be pleased to refer to the reply to S. Q. 527 asked on 11th August 1950 and state:

(a) whether a Commission under Article 340 of the Constitution has since been appointed;

(b) if so, the names of the personnel; and

(c) the terms of reference?

The Minister of Home Affairs and States (Dr. Katju): (a) to (c). I invite the hon. Member's attention to the speech that I made in the House on the 21st May, 1952.

I.A.S. TRAINING SCHOOL

*537. **Prof. Agarwal:** (a) Will the Minister of **Home Affairs** be pleased to state whether there is any scheme of shifting the existing Indian Administrative Service Training School to a better location and surroundings?

(b) What are the subjects taught in this School?

The Minister of Home Affairs and States (Dr. Katju): (a) No, Sir.

(b) As will be seen from the Statement laid on the Table, the syllabus covers a wide range of subjects. [*See* Appendix III, annexure No. 28.]

MOVEMENT OF WAGONS

*538. **Shri Raghuramaiah:** (a) Will the Minister of **Railways** be pleased to state whether Government have received any representation from the Chamber of Commerce, Trichur, regarding the slow movement of wagons in the Southern Railway?

(b) What steps do Government propose to take to accelerate the movement of wagons in the Southern Railway?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes, but the points mentioned therein were apparently based on incomplete appreciation of the methods of Railway operation. A detailed reply to the representation has been sent.

(b) No special action, particularly on the Southern Railway, is called for, but the ways and means of improving the efficiency of operation towards better utilization of stock and expediting movement, etc., etc., are continually under review of the various Railway administrations and the Railway Board.

WHEAT FROM RUSSIA

*539. **Shri Bansal:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total quantity and the C. and F. value of wheat imported by India from Russia in the year 1951;

(b) the average landed cost of Russian wheat in India;

(c) whether the landed cost of Russian wheat is higher than the price of wheat imported from other sources including U.S.A., Argentina and Australia; and

(d) if so, the reasons for importing high priced wheat from Russia?

The Minister of Food and Agriculture (Shri Kidwai): (a) and (b). The quantity imported from Russia in 1951 was one lakh metric tons. This was obtained on barter for tea, shellac, tobacco and jute to be supplied by us and the cost therefore depends on the prices at which we have obtained the commodities to be supplied by us. We have still to supply some of the tobacco and the accounts have not yet been adjusted to enable a precise calculation of the cost to be made.

(c) and (d). When settling the barter terms, we estimated that the cost of the wheat would not be unreasonable bearing in mind the cost from possible alternative sources.

VIJAPUR-KHERALU RAILWAY LINE

*540. **Shri S. G. Parikh:** (a) Will the Minister of **Railways** be pleased to state whether Government propose to connect Vijapur to Kheralu *via* Ladol by a railway line?

(b) Are Government aware that former Baroda State had applied to the Railway Board for construction of this Railway line and some preliminary earth work on this line has also been done?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Government had under consideration the pro-

posal to connect Vijapur to Ransipur by a railway line but the project has been postponed.

(b) The former Baroda State had, in 1920, applied for, and obtained, sanction for the construction of a railway line from Vijapur to Vadnagar. But only a little before the merger of the Baroda State in Bombay, earth work was started by the Baroda Government as a famine relief measure and completed to a certain extent. As the original Government sanction was accorded more than thirty years ago, a fresh examination was thought necessary before further construction was undertaken. It was later decided to postpone the project as it could not be considered to merit sufficient priority from the national standpoint. Preliminary investigations also showed that the project would not be financially justified.

KANGPOKPI-TAMANGLONG ROAD

*542. **Shri L. J. Singh:** Will the Minister of **Transport** be pleased to state:

(a) how far the road building from Kangpokpi to the Hill Sub-Division of Tamanglong in Manipur State has progressed;

(b) the amount invested in the road development Scheme for Manipur State; and

(c) whether it is a fact that the road under construction, after touching Tamanglong Sub-Division will be diverted towards Tiribam Sub-Division of Manipur, which has no communications at all to link up with any administrative units of the State?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Work on the first 26 miles of the road from Kangpokpi was commenced on 15th March 1952 and so far about 32 per cent. of the earth work has been carried out. Detailed estimates and plans for the remaining section (52 miles) are under preparation.

(b) The five-year road development plan for Manipur State includes a tentative provision of Rs. 25 lakhs for this road, out of a total provision of Rs. 81·26 lakhs.

(c) There is no proposal at present to extend the road beyond Tamanglong.

COMMISSIONER FOR SCHEDULED CASTES

*543. **Shri B. S. Murthy:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether the Commissioner for the Welfare of the Scheduled Castes has concluded his fact-finding tour;

(b) whether he has submitted any interim report; and

(c) if the answer to part (b) above be in the affirmative, the salient features of the said report?

The Minister of Home Affairs and States (Dr. Katju): (a) and (b). The Commissioner for Scheduled Castes and Scheduled Tribes has submitted a report, as required under Article 338(2) of the Constitution.

(c) The report is under examination and will be laid on the Table of the House in due course.

MINISTERIAL STAFF

*544. **Shri B. S. Murthy:** Will the Minister of **Railways** be pleased to state whether the recommendations of the Central Pay Commission have been accepted as far as the Ministerial staff of the Railways are concerned?

The Minister of Railways and Transport (Shri L. B. Shastri): Yes.

MOVEMENT OF RICE AND CATTLE BETWEEN MANIPUR AND ASSAM

*545. **Shri Rishang Keishing:** (a) Will the Minister of **Food and Agriculture** be pleased to state whether Government are aware that there is no effective control on the movement of rice and cattle between Manipur and Assam?

(b) What steps have been taken to ensure a fair price for rice-growers in Manipur?

The Minister of Food and Agriculture (Shri Kidwai): (a) There is effective control over movement of rice between Manipur and Assam. No restrictions, however, exist on movement of cattle between these States.

(b) With a view to giving the rice-growers, as distinct from the middleman, a fair price, the State Government have fixed procurement price of rice at Rs. 11 per maund from January, 1952 as against Rs. 7/2/- to Rs. 10/13/- per maund in 1951.

D. M. COLLEGE STRIKE

*546. **Shri Rishang Keishing:** (a) Will the Minister of **States** be pleased to state whether it is a fact that troops were called out and firing resorted to, during the D. M. College strike at Imphal?

(b) Have Government made any enquiry into the police excesses alleged to have been committed?

The Minister of Home Affairs and States (Dr. Katju): (a) No. I invite the attention of the hon. Member to the statement made by my predecessor on the 5th March 1952 in reply to a question by Shri A. C. Guha.

(b) Does not arise.

INFANT MORTALITY

***547. Shrimati Khongmen:** (a) Will the Minister of **Health** be pleased to state which State has the highest percentage of infant mortality in India?

(b) What are the causes of infant mortality?

(c) What is the number of Child Welfare Centres in different States run by the Central Government, if any?

The Minister of Health (Rajkumari Amrit Kaur): (a) Information is available only as regards Part 'A' States and the Part 'C' States of Delhi, Ajmer and Coorg. Out of these States the State of Madhya Pradesh has the highest rate of infant mortality in India.

(b) The diseases mostly responsible for infant mortality are pneumonia, dysentery, diarrhoea, enteritis, malnutrition, congenital debility, convulsions, meningitis and smallpox.

(c) The Central Government are not running any Child Welfare Centres in the States. The number of Child Welfare Centres in Part 'C' States is 79.

LAWS IN THE ANDAMANS

***548. Shri Nambiar:** Will the Minister of **Home Affairs** be pleased to state what steps Government have already taken or propose to take to remove all penal laws, regulations and conventions in the Andaman and Nicobar Islands?

The Minister of Home Affairs and States (Dr. Katju): The question of making suitable changes in the existing laws and regulations in the Andamans, including the repeal of those which have become obsolete, is under the consideration of the Government of India. In the meanwhile, none of the old penal laws or regulations is actually being enforced in the Islands.

EMPLOYMENT OF RESIDENTS OF THE ANDAMANS IN GOVERNMENT POSTS

***549. Shri Nambiar:** Will the Minister of **Home Affairs** be pleased to state whether any discrimination is made against the inhabitants of the Andaman and Nicobar Islands in the matter of recruitment to administrative or other Government posts and in the matter of emoluments paid to such employees?

The Minister of Home Affairs and States (Dr. Katju): No distinction is made except that persons recruited from the mainland are given a special pay of 33⅓ per cent. of pay (subject to a maximum of Rs. 300 p.m.).

EDUCATION AND MEDICAL FACILITIES IN THE ANDAMANS

***550. Shri Nambiar:** Will the Minister of **Home Affairs** be pleased to state how many elementary schools, high schools and hospitals are there in the Andaman and Nicobar Islands and what is the number of teachers in the schools and doctors, compounders and nurses in the hospitals?

The Minister of Home Affairs and States (Dr. Katju): I lay on the Table of the House a copy of a statement giving the required information. [*See* Appendix III, annexure No. 29.]

FAMINE CONDITIONS IN RAYALASEEMA

***551. Shri Eswara Reddy:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the ex-Food Minister and the Commander-in-Chief had submitted any report on Rayalaseema famine situation after their tour in that area;

(b) if so, their opinions on the situation there and the relief measures proposed by them; and

(c) how far the Government have carried out their proposals?

The Minister of Food and Agriculture (Shri Kidwai): (a) to (c). Mr Munshi prepared a report on the Rayalaseema food situation. A statement showing the suggestions made by him and decisions taken thereon by the Government of India is placed on the Table of the House. [*See* Appendix III, annexure No. 30.]

The Commander-in-Chief did not submit any report.

IMPORT OF TRACTORS

88. Shri K. C. Sodhia: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of tractors imported into India during the year 1950-51 (i) on Government account, and (ii) on Private account;

(b) the approximate cost under each head and the countries from which they were imported; and

(c) what is the policy regarding import of tractors for 1952-53?

The Minister of Food and Agriculture (Shri Kidwai): (a) and (b). A statement showing the total number of tractors imported into India during 1950-51, the countries of their origin and approximate cost is laid on the Table. [*See* Appendix III, annexure No. 31.]

The number of tractors imported on behalf of the Ministry of Food and Agriculture during the same period was 117 as indicated below:—

Country of origin	Quantity	Value
		Rs.
United Kingdom	41	3,56,774
U.S.A.	76	45,34,168
TOTAL .	117	48,90,942

(c) According to the existing policy which is for the present valid up to end of June, import of tractors of less than 15 H.P. at the draw bar and those operated on petrol is completely banned as such tractors are not considered suitable for general agricultural operations under Indian conditions. Subject to these over-riding considerations licences for import of tractors are issued freely provided the importers concerned fulfil the following qualifications:—

(i) Importers should be accredited agents of the manufacturers of the tractors to be imported;

(ii) Importers should have adequate after-sale service facilities and trained service engineers, competent to undertake proper repairs;

(iii) Importers should import 15 per cent. of the value of their tractor imports as spare parts;

(iv) The tractors to be imported should be duly covered by an official test certificate from the Government of the country of origin.

The licensing policy for the half year July—December, 1952 is still under consideration and will be announced shortly.

COMMERCIALISATION OF RAILWAY COLLIERIES

89. Shri N. P. Sinha: (a) Will the Minister of **Railways** be pleased to state whether the Government Railway Collieries are proposed to be commercialised and a joint stock company formed?

(b) If the answer to part (a) above be in the affirmative, what are the reasons for the same and had the Parliament been consulted or not?

(c) What changes are likely to occur in respect of the services of the Colliery Superintendents, Colliery Managers and others?

(d) Will they be retained on the same pay and privileges of leave, pensions, provident funds, etc., which they are entitled to now?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The question is still under consideration and no final decision has been taken.

(b) to (d). Do not arise at present.

PLAINS TRIBAL AREAS OF ASSAM

90. Shri Brohmo-Choudhury: (a) Will the Minister of **Home Affairs** be pleased to state whether it is a fact that the Assam Government submitted to the Union Government a Scheme of Works for the improvement of the Plains Tribal Areas of Assam and requested for a grant under Section 275 of the Constitution for the working of the Scheme and if so, what was the amount?

(b) Has the Union Government paid the amount to the Assam Government?

(c) If not, when would the amount be paid to them for the said purpose?

The Minister of Home Affairs and States (Dr. Katju): (a) Yes; the cost of the Scheme submitted by the State Government for 1952-53 is Rs. 22·6 lakhs.

(b) and (c). The matter is under consideration and orders are expected to be issued at an early date.

HINDI EQUIVALENT NAMES FOR RAILWAYS

91. Dr. Ram Subhag Singh: Will the Minister of **Railways** be pleased to state:

(a) whether the Government have arrived at any decision in regard to the Hindi equivalent names of the recently constituted six different groups of the Indian Railways; and

(b) if so, what are those equivalents?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes.

(b) The Hindi equivalents are:—

Southern Railway—Dakshin Railway.

Central Railway—Madhya Railway.

Western Railway—Paschim Railway.

Northern Railway—Uttar Railway.

North-Eastern Railway—Purvottar Railway.

Eastern Railway—Purva Railway.

HINDI EXAMINATIONS

92. Shri M. L. Dwivedi: Will the Minister of **Home Affairs** be pleased to state:

(a) how many examinations, if any, conducted by institutions having Hindi as medium and run on the lines of Universities have been recognised by the Government of India for the purpose of Government employment;

(b) if no such examination has been recognised why not; and

(c) by what time such examinations are likely to be recognised?

The Minister of Home Affairs and States (Dr. Katju): (a) I place on the Table of the House a statement containing the information required. [*See* Appendix III, annexure No. 32.]

(b) and (c). Do not arise.

LAND UNDER TOBACCO CULTIVATION

93. Shri P. N. Rajabhoj: Will the Minister of **Food and Agriculture** be pleased to state what additional acreage of land has been brought under tobacco cultivation since 1951?

The Minister of Food and Agriculture (Shri Kidwai): There has been no increase in acreage under tobacco since 1950-51. According to the All-India Second Estimate the area under tobacco during 1951-52 was 761,000 acres as against 860,000 acres in the corresponding estimate last year. The decline in acreage has occurred mainly due to inadequate rains at the time of sowing.

ALLOTMENT OF FOODGRAINS TO BIHAR

95. Shri N. P. Sinha: (a) Will the Minister of **Food and Agriculture** be pleased to state whether Bihar has got all its quota of foodgrains allotted to it by the Centre during the year 1951?

(b) If so, what quantity of each kind of foodgrains was supplied?

The Minister of Food and Agriculture (Shri Kidwai): (a) Yes, Bihar did get the quotas of foodgrains allotted to it month by month, during 1951.

(b) The supplies made to Bihar during 1951 consisted of 94 thousand tons of rice, 477 thousand tons of wheat and 195 thousand tons of other grains.

DISCIPLINARY ACTION AGAINST GOVERNMENT SERVANTS

96. Shri M. L. Dwivedi: Will the Minister of **Home Affairs** be pleased to state:

(a) whether steps have been taken by Government to review the Classification, Control, and Appeal Rules in order to secure prompt disciplinary action against Government servants responsible for committing irregularities, etc.; and

(b) the action taken upon the recommendations of the Public Accounts Committee (*vide* the Second Report of the P.A.C. on the Accounts of 1948-49) and the promise made thereunder?

The Minister of Home Affairs and States (Dr. Katju): (a) and (b). The Committee did not point out any specific defects in the rules and merely made a general recommendation that the procedure may be modified or simplified to secure that prompt and adequate disciplinary action could be taken against delinquent Government servants. Government have already informed the Committee that, in their opinion, no material modification is possible or necessary in the rules themselves which merely provide for the observance of the general principle of fairness and equity *viz.* that no person should be condemned or punished unheard. In examining the procedure, it is also necessary to ensure that the "reasonable opportunity" prescribed by article 311 of the Constitution is not denied to the officer charged. Legal advice is therefore being sought on the exact scope and meaning of that article. The final decision as to how far the rules should be modified or simplified will be taken after legal advice has been received.

CONSOLIDATED FUNDS

97. **Shri K. C. Sodhia:** (a) Will the Minister of States be pleased to state whether any contributions were charged on the Consolidated Funds of States Part A and B in respect of payments made by the Government of India under Art. 291 (1) of the Constitution?

(b) If so, what amounts were charged from each during 1951-52?

The Minister of Home Affairs and States (Dr. Katju): (a) Yes, in the case of some Part A and Part B States.

(b)

State	Amount payable to the Centre for 1951-52
	Rs.
PEPSU .	28,80,000
Rajasthan .	32,00,000
Madhya Bharat	47,86,000
Madras .	85,000
Orissa .	5,70,600

WASTE LANDS

98. **Shri Sanganna:** Will the Minister of Food and Agriculture be pleased to state the total acreage of surplus waste lands available in each State of India?

The Minister of Food and Agriculture (Shri Kidwai): The available information is placed on the Table of the House. [*See* Appendix III, annexure No. 33.]

SUPPLY OF FOODGRAINS TO BOMBAY

99. **Shri Pataskar:** Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of foodgrains supplied to the State of Bombay during each of the years 1948-49, 1949-50, 1950-51 and 1951-52;

(b) the quantity of imported foodgrains supplied to the State of Bombay during the above years; and

(c) the quantity of foodgrains supplied to the State of Bombay during the above years from other States?

The Minister of Food and Agriculture (Shri Kidwai): (a) to (c). The Basic Plan is worked on the basis of the calendar year. A statement showing separately the supplies of foodgrains made to Bombay from quantities imported from abroad, and from internal surpluses during the years 1948 to 1952 is laid on the Table of the House.

STATEMENT

(Figs. in '000 tons)

	Supplies				
	1948	1949	1950	1951	1952 (upto 10-5-52
From interna sources.	119	102	140	27	23
,, Overseas	668	972	586	1051	422
TOTAL	787	1074	726	1078	445

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THE PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

HOUSE OF THE PEOPLE

Thursday, 5th June, 1952

The House met at a Quarter Past Eight of the Clock.

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(See Part I)

9-15 A.M.

DEATH OF SHRI H. J. KHANDEKAR

Mr. Speaker: Before we proceed further, I regret to have to inform the House of the sad demise of Shri H. J. Khandekar, who died in Nagpur on the 25th May, 1952. He was a Member of the Constituent Assembly of India as well as of the Constituent Assembly (Legislative) till January 1950. The House will join with me in conveying our condolences to his family. The House may stand in silence for a minute to express its sorrow.

FLYING OF BRITISH FLAG OVER PARLIAMENT HOUSE

Shrimati Renu Chakravartty (Basirhat): May I seek clarification, Sir, why the flag of Great Britain is flying over this House?

Mr. Speaker: I think it is better that such questions are not put in the House. The hon. Member will get the information from the Home Minister or the Prime Minister. Questions of this type which have international implications should better be first put privately and information obtained. Then, of course, whatever they may have to ask may be asked. I do not think it is for me to explain, though I know there is good reason for that. There may be difference of opinion on that point. But, it will be indiscreet to raise questions of that type, particularly by way of supplementary questions when the matter has absolutely no relation to the main question. So, the hon. Member will do well to contact the hon. Home Minister and I am sure he will give the information that the hon. Member wants.

Shri H. N. Mukerjee (Calcutta North-East): Would you permit us to raise this matter again if whatever explanation the Home Minister or the Prime Minister may give is not satisfactory?

Mr. Speaker: That is a different matter. That is problematical at this stage. I do not want to bind myself at this stage to anything. It is the right of the hon. Member to raise any points he likes. Of course, how far they should be allowed is a different matter. He may raise the points.

Shri H. N. Mukerjee: I hope you will appreciate that the extraordinary phenomenon of a foreign flag flying over this sovereign Assembly has caused great perturbation.

Mr. Speaker: It is not a matter of such great perturbation. It has got previous link with some other questions also. The hon. Members had an opportunity, I think, during the debate on the President's Address of registering their protest against India being in the Commonwealth. That would give hon. Members a clue as to the reason. They can raise the question of Commonwealth if they so like.

Col. Zaidi (Hardoi Distt.—North-West *cum* Farrukhabad Distt.—East *cum* Shahjahanpur Distt.—South): Is it true that another flag is flying over Government buildings in Windsor Place?

Mr. Speaker: That is a different matter. Let us not enter into discussion of that question. (*Interruption*). Order, order. This question is closed now.

RAILWAY BUDGET—DEMANDS FOR GRANTS

Mr. Speaker: The House will now discuss Demands for Grants and the cut motions in respect of the Railway Budget. As regards the time-limit for speeches, the usual practice has been to fix a limit of 15 minutes for all speakers including movers of cut motions, and 20 minutes for the Ministers replying. Now, I should like to know if there has been any agreed procedure about taking up these Demands, I mean agreed between the different parties in the House including the Government party. If there is no agreement, I shall go one by one. If there is an agreement by all, I shall abide by it.

Shri A. K. Gopalan (Cannanore): There has been an agreement about the Demands and the cut motions among the Members here, between two, three parties, and we had no time to communicate that to the Congress people. Between us there has been an agreement and it is decided that on Demand No. 1, the K.M.P.P., the Socialist Party and the other two parties will move cut motions.....

Mr. Speaker: He need not give them at this stage. There is an agreement that certain cut motions should be taken, not all.

Shri A. K. Gopalan: Not all.

Mr. Speaker: On Demand No. 1 and, I believe, Demand No. 4.

Shri A. K. Gopalan: Yes, the agreement was that Demand No. 4 would be taken up tomorrow, and Demand No. 1 today.

Mr. Speaker: It is not an agreement, it is the desire of the Opposition Members. May I know how it suits the Government?

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): We have just received it and it is a very short notice. Yesterday, I requested the leaders of the different groups and they promised to send the information this morning, but we have no objection if they want to discuss Demand No. 1 the whole of today. We can agree to that.

Mr. Speaker: There is also, I believe, further agreement on this point, that these particular cut motions which they have mentioned should be taken up.

Shri Satya Narayan Sinha: If they are all agreed, we have no objection.

Mr. Speaker: Has he to suggest any other cut motions?

Shri Satya Narayan Sinha: So far as we are concerned, we are not going to move any cut motions.

Mr. Speaker: So then I take it at least for today. The discussion will go on for three days. In the meanwhile, parties may meet and come to an agreement for tomorrow and the day after.

Shri Satya Narayan Sinha: They should send this information about tomorrow and the day after just in time, by afternoon today.

Mr. Speaker: Yes, anyway I think we will take some time before things adjust themselves. So, I was saying that I do not wish to hurry up these adjustments because these things go by conventions. Let each party be satisfied that it has got a fair deal when we establish conventions. It is not from the point of view either of Government or the Opposition that conventions are set up in this House, but for the entire House.

Shri Satya Narayan Sinha: It is a fact, Sir, that intimation was given at a late hour.

Mr. Speaker: So I take it there is agreement at least for today that we shall take up Demand No. 1 for the whole of the sitting today, which means I shall have to call upon the Railway Minister at 20 minutes to one, because I have set up a time-limit and I think I will stick to the time-limit even in the case of the Minister concerned. So, Demand No. 1 will be taken up. I shall first put that Demand to the House from the Chair, and then, the agreed cut motions are there. Motion Nos. 226, 227, 229, 247, 248, 271, 277, 281 and 535, in all nine cut motions are proposed to be taken up by the Opposition.

Shri A. K. Gopalan: No. 327 also.

Mr. Speaker: That is on Demand No. 4. That is for tomorrow. I said that today we are taking up Demand No. 1 on the basis that there is an agreement.

There is a further point to be clarified. Is it the desire of the Opposition that a certain specified time should be allotted to each cut motion, or will they proceed to go on with the cut motions one by one? The possible result of that will be that if the discussion goes on, say, on the first three or four cut motions till 12-40 P.M., the other cut motions will automatically drop out.

Dr. S. P. Mookerjee (Calcutta South-East): Sir, all the cut motions will be deemed to have been moved and discussion will go on one by one or will remain confined to the subject-matter of these cut motions.

Mr. Speaker: I will, for the time being permit it, but I may repeat what I feel about it. The object of moving a cut motion is to see that the discussion is specific on that point. The demand is there already. So, even when moving a cut motion, the discussion on that particular Demand will include all possible subjects under that Demand. It is, therefore, that I wanted to be specific because if the cut motions are finished before time, there can be general discussion on the Demand, but then, it does not seem to be possible looking to the number of cut motions that are proposed. Even nine is too great for the time we have, three hours from now, but I am entirely in the hands of the Opposition and the Members who desire to speak.

Dr. S. P. Mookerjee: Our difficulty has been as regards the allotment of time. I am not asking for any decision immediately on the point, but it would be better if we confine our discussion to each of the cut motions separately. Then the discussion would be more realistic. I understand you have decided that half the time is to be given to the Government and half to us. So we would like you to reconsider the position. On the cut motions we would take a little more time, because it is not the Government party which is moving the cut motions, it is only the Opposition which is moving them.

Mr. Speaker: There seems to be some misunderstanding. I have got some mental reservation of my own, and I am not going to agree formally that I have accepted anything. It may be 50 per cent. If occasion requires, it will be 60 per cent. If occasion requires, it will be 30 per cent. That is a different matter. But, when the cut motion is moved, it is the property of the House, and all Members are entitled to participate in the discussion. This will mean automatically some chances to all parties. If the cut motions are moved, it does not necessarily mean that only the Members of the Opposition will speak thereon, and not the Congress Members. So, the real question is a question of time. If it is agreed between themselves, then so much the better. But it seems to be difficult to come to such minute and detailed agreements, just at the initial stages of this session. The object is that there shall be a general discussion on all the cut motions.

Shri Pocker Saheb (Malappuram): I would like to know, Sir, whether in view of the fact that the Opposition consists not only of parties and groups, but also of many Members who are not attached to any group, the Independent Members will have the chance to move any cut motions or participate in the discussions.

Mr. Speaker: The hon. Member has raised an important question. I have no objection to give chances to persons who do not agree with the general agreement. I have no idea, nor have I the right to stifle any discussions, or their right to move any cut motions. It is better in the interests of all concerned, that they should agree; the difficulty, however, with unattached Members, is that each one of them is a class by himself. It becomes difficult to satisfy the desire of each Member of the House; if it is done, it would mean that the discussion will be lop-sided; only five or ten Members who are unattached will get more than a proper allotment of time. That is the difficulty before us. Let us therefore look at the proposition from the point of view of the whole House. I do not guarantee, but I do not preclude by my ruling any chances of theirs.

Shri Pocker Saheb: I wanted to mention this point, Sir, that the Independent Members also are to be consulted.

Mr. Speaker: Order, order. The leader of an Opposition group has just stated that they were not having sufficient time. I hope that when the Opposition parties or groups discuss between themselves the timings of their cut motions, resolutions, motions etc., they will also not forget to take into consideration Members who are unattached.

Dr. S. P. Mookerjee: The unattached should get themselves attached with us.

Mr. Speaker: But, it is a matter of their own volition. I cannot force them to do so, nor is it proper to force any one to do so. Now let us proceed further, instead of taking up the time of the House on a discussion of the procedure to be followed.

Now I shall place Demand No. 1 before the House, and then the cut motions will be moved. Unless the discussion ends earlier, it will go on till about 12-30 P.M.

DEMAND NO. 1—RAILWAY BOARD

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 21,97,000 be granted to the

[Mr. Speaker]

President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Railway Board'."

(i) *Third and Inter Class passengers.*

(ii) *Railway regrouping.*

(iii) *Fares and freights.*

Shri T. K. Chaudhuri (Berhampore): I beg to move:

(i) "That the demand under the head 'Railway Board' be reduced by Rs. 100."

(ii) "That the demand under the head 'Railway Board' be reduced by Rs. 100."

(iii) "That the demand under the head 'Railway Board' be reduced by Rs. 100."

Recruitment

Shri P. Subba Rao (Nowrangpur): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Labour policy

Shri N. S. Nair (Quilon *cum* Mavelikkara): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Pay of Officers

Shri Veeraswamy (Mayuram—Reserved—Sch. Castes): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Operational efficiency.

Shri Damodara Menon (Kozhikode): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

General Policy.

Shrimati Sucheta Kripalani (New Delhi): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Condition of workers.

Shri Muniswamy (Tindivanam): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Mr. Speaker: All these cut motions are now before the House.

Shri T. K. Chaudhuri: I make no apology for reverting to the subject of railway regrouping about which so much was said both in this House and also in the other. I submitted before the House the other day that so far as we could gather from the speeches and Press statements given by the Railway Minister and high officials of the Railway Board, the present scheme of regrouping with regard to the Northern, the North-Eastern and Eastern Railways which have been put into effect since April 14th last, was not decided on considerations of operational efficiency alone. The hon. Mr. K. Santhanam, who was the Minister of State incharge of Railways in the last Government, told as much to Pressmen that the present scheme of regrouping and the changes that were effected in the original scheme circulated last January were decided on considerations other than operational efficiency. I tried to get an indication of the kind of other considerations, which weighed upon the Government. As a matter of fact, when railway regrouping was being discussed in the Provisional Parliament last February, Mr. T. N. Singh of Uttar Pradesh who was a Member of that House interrupted Mr. Amolakh Chand when the latter requested the Government of India to ascertain the views of the State Governments on this matter. Here it was that parochial and provincial considerations first came in. Mr. Amolakh Chand requested the Government to ascertain the views of State Governments and residents of Uttar Pradesh and Mr. T. N. Singh interrupted: "There will be *satyagraha* otherwise".

I submitted to the House the other day in the course of the general discussion on the Railway Budget that this was not a question which should be decided by forging mass sanctions outside the House or by considerations other than those of operational efficiency and economy. But anyway certain Members of this House thought otherwise and the hon. Shri Gopalaswami Ayyangar who was responsible for this change in the original scheme, decided or thought that he was being very much democratic when he submitted to this threat of *satyagraha*. I told this

House that if it is a question of *Satyagraha* and forging of mass sanctions then there will be no end to it and we will have to decide it outside the House by the volume of mass strength, mass agitation that we can gether round our narrow parochial demands. It may be those demands may sometime come from the side of Uttar Pradesh, sometime from the side of Bihar, sometime from the side of West Bengal. But that, I submit, is not the way to decide such questions. It was for this reason that the demand was raised from the side of the Opposition that the whole question be reconsidered by a Parliamentary Commission or an Expert Committee. I submit that although the scheme has been put into operation, there is no harm if the Government takes up or accedes to the suggestion of the Opposition and gets the whole question re-examined by an Expert Committee or a Parliamentary Commission. That, I submit is still our demand, the demand of the Opposition—that the whole question be re-examined.

Then I pass on to another question—I have not the time at my disposal to deal with all points—that is the question of the labour policy of the Railway Board. In discussing labour policy, I particularly refer to the treatment that is being meted out to railway labour under the National Railway Services (Safeguarding of National Security) Rules, 1949. These rules were brought into operation just on the eve of the threatened railway strike on the 9th March 1949. The strike, as a matter of fact, did not eventuate and now conditions have altogether changed. But in spite of this the rules are still there and any number of railway employees have been discharged on flimsy grounds without giving them any opportunity to defend themselves. As a matter of fact, the railway employees have two swords of Democles hanging over their heads: the Railway Services Security Rules; and besides that if they are suspected of political complicity there is the Preventive Detention Act and other security rules which bind every citizen of the State. The railway employees are thus doubly threatened, not only by the usual security measures, the lawless laws which threaten every citizen in this 'Sovereign Democratic Republic' of ours, but also these special Draconian security rules which have no relation to justice or fairplay or to an equitable labour policy of which this Government boasts so much.

I will cite one case as an instance here in order to prove how railway employees are discharged on flimsy grounds, even on non-political grounds, to satisfy the grudge, the whims of their superior authorities. I refer to the case of one Shri Shailendranath Sarkar who was a clerk in the Grain Section of F.A. & C.A.O's. office in B. N. Railway, Garden Reach. After five years of service this gentleman was arrested at his residence at Kidderpore in February 1949 under the West Bengal Security Act and released in May 1949. This arrest was made prior to the proposed strike on the 9th March 1949 to which I have referred just now. The B.N. Railway Employees' Union opposed the 9th March strike and Shri Sarkar being an executive of the Union, spared no pains before his arrest to oppose the move of the railway strike in March 1949. But in spite of this he was not spared. He was arrested and when on making representations to the Government we could secure his release after several months, his services were summarily dispensed with under the Railway Security Rules. We then moved the West Bengal Government Home Department, and as a matter of fact the Home Department stated that they had no objection to allow the railway administration to take this gentleman back and let him resume his former duties in the railway services. But the railway administration who have more than once required such a certificate refused to respect the Home Department certificate this time and Shri Sarkar still stands discharged. This is the sort of the railway labour policy and the sort of repressive policy which is being pursued against railway employees up till now. I understand nearly 500 railway employees still stand discharged up till now and we are receiving numbers of telegrams everyday almost to see that something is done about these cases. I might say that most of these cases have no relation to the political complicity of the persons concerned with any subversive movement whatsoever or with any partisan, anti-State activities. This being so there is no reason why these men should not be taken back into service immediately and why the Government should not consider the withdrawal of the Railway Services (Safeguarding of National Security) Rules immediately.

I hope the Railway Minister would at least accede to the request of the Opposition to take these two matters into consideration. These are no summary demands. We want a re-examination of the whole question of regrouping by an expert commission. That is point one. And secondly, the withdrawal of the security rules

[Shri T. K. Chaudhuri]

which threaten the day-to-day existence and livelihood of the railway employees.

श्री एम० एल० द्विवेदी : अध्यक्ष महोदय, मेरे मित्र ने, जो कि अभी भाषण दे रहे थे, हमारे रेलवे अधिकारियों पर और रेलवे मिनिस्टर पर कुछ लांछन लगाये हैं। मुझे खेद है कि वह सदस्यगण जो कि दूसरी तरफ़ बैठे हुए हैं शासन सम्बन्धी विषयों को न समझ कर के ऐसे लांछन लगाते हैं जो कि अनधिकृत हैं। रेलवे की किसी भी व्यवस्था में जहां कोई प्रबन्ध करना होता है या किसी भी विभाग के प्रबन्ध के सम्बन्ध में यह देखना होता है कि जो कर्मचारीगण हैं वे ठीक तरह से नियमों का पालन करते हैं या नहीं, जो कर्तव्य उन को सुपुर्द किये गये हैं उन को ठीक तरह से करते हैं या नहीं। यदि उन के कर्तव्य में कोई त्रुटि होती है तो अधिकारीवर्ग का यह कर्तव्य है कि उन्हें ठीक रास्ते पर लायें और अगर ठीक रास्ते पर नहीं आते तो उनके सम्बन्ध में ऐसी कार्यवाही करें जो कि उचित है। मेरा ख्याल है कि जिन कर्मचारियों के सम्बन्ध में हमारे दूसरे सदस्यों के पास तार व चिठ्ठियां आती हैं उनका मतलब केवल प्रौपेगेंडा (Propaganda) करने का है। उनका यह आशय नहीं है कि प्रबन्ध ठीक तरह से चले, अन्यथा शिकायत की कोई गुंजाइश नहीं होती। यदि आप ध्यानपूर्वक देखें तो सारे भारतवर्ष में रेलों का प्रबन्ध दूसरे विभागों के इन्तजाम से कहीं ज्यादा श्रेष्ठ और उत्तम है। यही नहीं अब रेलों का ठीक समय में चलना बिल्कुल ठीक हो गया है। रेलवे कर्मचारियों की तनख्वाह भी कहीं ज्यादा हो गई है और सरकार उन को हर प्रकार की सुविधायें दे रही है। बल्कि और भी ऐसी ऐसी सुविधायें हमारे रेलवे बोर्ड ने रेलवे कर्मचारियों को दीं जिन का यहां पर वर्णन करना उचित नहीं है।

10 A.M.

यदि हमारे माननीय सदस्यगण रेलवे बजट पर ग़ौर करें और जो मंत्री महोदय ने अपना अभिभाषण इस सिलसिले में इस सदन में दिया, अगर उस को ठीक तरह से पढ़ें और जो रिपोर्ट उन के सामने पेश की गई है उस पर ध्यान दें तो उन को वस्तुस्थिति का अच्छी तरह से ज्ञान हो जायेगा। वास्तव में आज रेलवे कर्मचारियों की हालत देखी जाय तो पहले की अपेक्षा बहुत अच्छी मिलेगी। हमारे जो रेलवे विभाग के मंत्री महोदय हैं वह यह बात नहीं चाहते कि किसी विभाग का कर्मचारी यदि वह कुछ राजनीतिक विचार रखता है तो उस को दबाया जाय। जहां तक अनुशासन का सम्बन्ध है अगर वह उस के हद तक काम करता रहेगा तो उस के कामों में किसी प्रकार की रूकावट नहीं डाली जायगी। मगर यह शासन का कर्तव्य हो जाता है कि अनुशासन को ठीक तरह से चलाने के लिये व्यवस्था का प्रबन्ध करें। मेरे कहने का मतलब यह है कि हर चीज के दो पहलू हुआ करते हैं। एक तो विध्वन्सात्मक है और दूसरा यह कि हम किसी बात को रचनात्मक दृष्टि से देखें। यदि हम रचनात्मक दृष्टि से देखेंगे तो हम को यह विदित होगा कि शासन व्यवस्था में गड़बड़ होती जा रही है। जो कर्मचारी अपना कर्तव्य अच्छी तरह से पालन नहीं कर रहे हैं उन को ठीक रास्ते पर लाना होगा। आप लोगों ने देखा होगा कि आजकल कर्मचारियों में कितना भ्रष्टाचार बढ़ता चला जा रहा है। अगर हम इस व्यवस्था को ठीक नहीं करेंगे तो कैसे हमारा प्रशासन ठीक हो सकता है। एक तो आप व्यवस्था की शिकायत करते हैं और दूसरी तरफ़ छोटी

छोटी शिकायतों को ले कर व्यक्तिगत शिकायतों के आधार पर शासन के सामने आते हैं। मेरा आप लोगों से यह निवेदन है कि अगर हम लोग केवल शिकायतों के आधार पर यहां बोलने लगेंगे तो इस का असर हमारे शासन प्रबन्ध पर अच्छा नहीं होगा। कोई भी समाज, कोई भी संस्था, या कोई भी पार्टी शासन व्यवस्था को ठीक तरह से चलाने में तभी कामयाब हो सकती है जब कि आप अनुशासन हीनता को प्रोत्साहन न दें। यदि आप कर्मचारियों को भड़काने की कोशिश करेंगे तो कोई भी संस्था अच्छी तरह से शासन प्रबन्ध नहीं चला सकती है। इसलिये हमारा यह कर्तव्य हो जाता है और अपोजीशन वालों को भी यह बात समझनी चाहिये कि हमें यहां पर रचनात्मक बातों के बारे में अधिक कहना चाहिये। हमें यहां पर इस तरह की बातें नहीं कहनी चाहियें जिस से हमारे देश की तरक्की न हो सके। छोटी छोटी बातों से और ग़लत बातें करने से कोई व्यवस्था दुरस्त नहीं हो सकती है। यह बात आप को ध्यान में रखनी चाहिये और मैं आप से प्रार्थना करता हूं कि जिस समय आप संसद् में भाषण करें, इस बात को ध्यान में रक्खें कि दलों की राजनैतिक प्रतियोगिता में देश की कर्तव्य निष्ठा में गड़बड़ी न पैदा हो।

(*English translation of the above speech*)

Shri M. L. Dwivedi (Hamirpur Distt): Sir, my friend who has just finished has made certain allegations against the Railway officers and the Railway Minister. I am sorry to find that the hon. Members sitting on the other side do not understand the administrative intricacies and indulge in making undue allegations. In any administration, it has to be seen that the employees properly carry out the duties assigned to them and observe the rules. If they are found lacking in that, it becomes the duty of the officials to bring them to the right path, and if they do not come to it, to take necessary action against them. I think the letters and telegrams received by some of the hon. Members about some employees have only propaganda motive behind them. They do not mean to improve matters. If we just look into reality, we would find that the administration of railways is better and more efficient than that of any other Department. Not only that, trains now run exactly in accordance with the schedule. The salaries of the railway employees are also much higher today than before and the Government are already providing them with many facilities. Indeed the Railway Board has given them many more facilities which I need not describe here.

If the hon. Members study the railway budget and carefully go through the speech of the Railway Minister and read the report presented to them, they would become fully acquainted with the real situation. The fact is that the condition of the railway employees would be found much better today. Our Railway Minister does not like the harassing of an employee if he is attached to a certain political ideology. If he only carries out his duties in a disciplined way, he would not be interfered with. But it is a duty of the administration to make proper arrangements for disciplined working. What I mean to say is that everything has two aspects, one destructive and the other constructive. Looking from the constructive point of view, if we find any looseness in the administrative machinery, the employees who are not discharging their functions properly shall have to be brought to the right path. Corruption is on the increase these days. If we do not try to put our machinery in order, how can this corruption be rooted out? On one side complaints are made against the administrative machinery while, on the other individual complaints are brought before the Government. If we begin to express ourselves here on the basis of these complaints, that would not have a good effect on the administration. If efforts are made to incite the employees, no Government can efficiently run the administration. It, therefore, becomes our duty, and the opposition must also realise it, that we should talk here of constructive things and not of things that might hinder governmental working and check the country's progress. Matters cannot be improved by talking trifles and wrong things. I would

[Shri M. L. Dwivedi]

request the hon. Members to bear it in mind so that party controversies might not impede the way of our duty to our country.

Mr. Speaker: Will the hon. Member kindly resume his seat? I was just thinking why I should not say to the hon. Member what I was feeling in the Chair. It is for him to decide in which language to speak. If he speaks in Hindi, I should certainly be very glad. But when he is replying to the criticisms from the opposition, it will be better if he takes count of the fact that most of them are not conversant with that language. That is one thing. But it is for him to decide whether he will address a few words in English or a long speech in Hindi. If the debate is intended for conveying one's thoughts to others, then it should be in a language which at least is known to the Members who raise these cut motions. That is point number one.

The second point was: I think it is beyond the proper scope of discussion, and to some extent irrelevant also, to touch other aspects of the question. The discussion should be within the scope of the cut motions and if time is taken up in one way or the other, the result would be that the debate would be ineffective. After all the hon. Member may say something to the Opposition and the Opposition may say something in reply to the Congress Members and the result would be not a very dignified debate. Therefore, he may refer to the subject under discussion and not to the other aspects of the question.

Shri T. N. Singh (Banaras Distt.—East): Sir, with regard to your suggestion about the language, may I ask whether, in view of what you have hinted at, it would not almost appear to be discourteous to other Members if one were to speak in Hindi?

Mr. Speaker: It seems the hon. Member has misunderstood the point. I have already said that Hindi will be preferred. We should prefer Hindi. We ought to prefer Hindi. But there are occasions and in view of the peculiar set-up and want of complete understanding of a national language by all sections from all parts of the country, let us hasten slowly about it, so that the Members on the other side who are raising these cut motions may understand and know what the Congress Party has to say about those things. That is the point. It is not that Hindi is out of order or irrelevant. Nothing of the kind. He can speak in any language he likes—I mean Hindi or English. But then my only point was, if the discussion is meant for understanding each other, much of it would be lost. That was my point. It is a matter more or less of courtesy and a matter of understanding. Nothing beyond that.

श्री सैयद अहमद : अभी आप ने जो मशविरा दिया है उस के सम्बन्ध में मैं एक प्रार्थना करना चाहता हूं और वह यह है कि मुझ को हमारे उन मित्रों के साथ जिन को हिन्दी नहीं आती है बहुत सहानुभूति है। लेकिन जैसा आप को ज्ञात है इस हाउस में कुछ सज्जन ऐसे भी हैं कि जिनको अंग्रेजी भी नहीं आती है।

अध्यक्ष महोदय : यह ठीक है।

श्री सैयद अहमद : तो अगर उन को हमारे दोस्तों के भाषणों का जवाब देना हो तो जैसे अंग्रेजी का आप ने मशविरा दिया है उस के अनुसार वह नहीं दे सकेंगे।

अध्यक्ष महोदय : यह ठीक बात है, यह मैं समझ रहा हूं। लेकिन आप देखिये कि जिन को अंग्रेजी बिल्कुल नहीं आती है ऐसे बहुत थोड़े हैं, जिन को हिन्दी नहीं आती है ऐसे बहुत हैं। इसीलिये ज्यादातर मैम्बर समझ सकें उस भाषा का उपयोग करना है, और खास कर के अपोजीशन (Opposition) के मैम्बर, क्योंकि यह डिबेट (debate) का एक तरीका है कि अपोजीशन वाले अपना कहना कहते हैं उनको सरकार को अपना जवाब देना चाहिये। इसीलिये मैं ने यह बात कही। दूसरे जिन को अंग्रेजी नहीं आती है तो ऐसे भी होंगे जिन को हिन्दी भी नहीं आती है तो अब उन की मातृ भाषा क्या है। तो फिर यहां पर डिबेट रीजिनल लैंग्वेजेज (Regional languages) में चलेगी तो एक दूसरे को समझ नहीं सकेंगे। और अपना उद्देश्य तो हिन्दी को डैवलैप (develop)

करना है, तो आहिस्ता आहिस्ता चलेंगे तो मुझे विश्वास है कि सब समझ सकेंगे। अगर एकदम चलेंगे तो कुछ होने वाला नहीं है। अब हम को इस पर बहस करने की जरूरत नहीं है।

श्री पी० एन० राजभोज : हिन्दी जानने वाले बहुत हैं।

श्री एम० एल० द्विवेदी : अध्यक्ष महोदय, आपकी आज्ञा से मैं पहले हिन्दी में कहूंगा, लेकिन फिर अन्त में दो चार शब्द अंग्रेजी में कहूंगा।

Mr. Speaker: The hon. Member will have no time. His time is very short. He may continue in Hindi now.

Shri M. L. Dwivedi: What is the time-limit?

Mr. Speaker: As I have said, 15 minutes to the mover and to others. If they want to speak longer, I should like to restrict the time still further to ten minutes. After all, so far as Members on the Government Benches are concerned, I think that they have got an exponent of the Government policy in the hon. Minister. So, they may just touch a few points and may not go into details.

I shall take this opportunity of suggesting to the hon. Minister that he may speak in Hindi if he likes, but may give a little substance at the end in English also. That means, I shall reserve ten minutes more for him—30 minutes; and we close at 12-30 P.M.

श्री एम० एल० द्विवेदी : अध्यक्ष महोदय जो आप ने मुझे चेतावनी दी उसके लिये मैं आपका आभारी हूं और मैं नहीं चाहता कि विपक्ष में जो लोग बैठे हुए हैं उनके लिये ऐसी भाषा में बोलूं जिस को वह न समझ सकें। मैं अपने विचार मंत्री महोदय के सामने रखना चाहता हूं—कुछ उन बातों के बारे में जिनके लिये कि मैं ने कटौती प्रस्तावों की सूचना दी थी और जिनको बाद में मैं ने वापस ले लिया है। लेकिन कुछ ऐसी बातें कि जो विपक्ष वाले कहते हैं और हमारी टिप्पणी करते हैं तो उस का भी उत्तर देना हमारे दल का कर्तव्य है। इसलिये दो चार शब्द में इस सम्बन्ध में कहूंगा।

इस के पहले कि मैं कुछ और बातें कहूं पहले मैं मंत्री महोदय का ध्यान कुछ विशेष बातों की ओर आकर्षित करना चाहता हूं जिन का सम्बन्ध रेलवे विभाग से है। सब से पहले मैं माननीय मंत्री महोदय का ध्यान उस रियासती क्षेत्र की तरफ़ आकर्षित करना चाहता हूं कि जो हमारे एकीकरण और विलीनीकरण से हमारे भारतवर्ष के अन्तर्गत आ गया है। वे रियासतें ऐसी थीं कि जहां पर राजे महाराजे पहले रेलें बनाना उचित नहीं समझते थे और जहां पर रेलवे के अधिकारियों के बहुत कोशिश करने पर भी वह प्रबन्ध नहीं हो सका था। इन क्षेत्रों के हिन्दुस्तान के साथ एकीकरण होने के साथ साथ यह आवश्यक था कि उन स्थानों पर कि जहां रेलें नहीं हैं, जहां रेलों की कोई व्यवस्था नहीं है, वहां रेलों का प्रबन्ध किया जाय। एक तरफ़ तो हम रेलों में बड़ी बड़ी सुविधायें पैदा कर रहे हैं, और बहुत कुछ खर्च कर रहे हैं, पन्खे वग़ैरह लगा रहे हैं और जनता एक्सप्रेस गाड़ियां चला रहे हैं। जहां पर कि रेलें पहले से चल रही हैं उन्हीं स्थानों को और भी सुविधायें दी जायें यह बहुत अच्छी बात है, ऐसी सुविधायें होनी चाहियें। और यह ठीक भी है कि किसी भी देश में स्वतन्त्रता के प्राप्त होने के बाद जो कुछ सुविधायें दी जा सकती हैं देनी चाहियें। लेकिन क्या यह उचित होगा कि एक शख्स जिसने कि भोजन पूर्ण रूप से किया है उसको और

[श्री एम० एल० द्विवेदी]

मिठाई आदि खिलाई जाय और अच्छे अच्छे व्यंजन दिये जायें, परन्तु जो भूखा बैठा है वह भूखा ही बैठा रहे ? मेरा तात्पर्य यह है कि देसी रियासतों में जहां कि रेलों की कोई व्यवस्था नहीं थी, जहां यातायात के कोई साधन नहीं थे, जहां अब भी ऐसी स्थिति नहीं है कि लोग अपना आवागमन कर सकें वहां कोई व्यवस्था न की जाय । यही नहीं है, बल्कि वहां बहुमूल्य खनिज पदार्थ भी हैं और ऐसे साधन हैं जिन से कि देश को बहुत ज्यादा उन्नति हो सकती है । वहां के लिये हमारे मंत्री महोदय ने पंच वर्षीय योजना के अन्तर्गत बहुत सी योजनायें बनाई हैं जिन में सुधार होने की गुंजायश है । लेकिन मेरे ख्याल से वह इतना कम है कि उस से रियासती क्षेत्र का कोई भी ठीक काम नहीं बनता। उदाहरण के लिये मैं उन भूभागों की तरफ़ मंत्री महोदय का ध्यान आकर्षित करूंगा कि जहां पर अभी रेलों के सम्बन्ध में और यातायात के सम्बन्ध में बड़ी बड़ी दिक्कतें हैं । न वहां पर ठीक तरह से सड़कें हैं और न वहां पर यातायात के दूसरे साधन हैं और रेलों का तो वहां अभी प्रादुर्भाव हुआ ही नहीं है । बुन्देलखंड एक ऐसा क्षेत्र है कि जहां आबादी के लिहाज से उत्पादन बहुत ज्यादा है । अन्न के सम्बन्ध में यह सरप्लस एरिया (surplus area) है । यहां इतना अधिक अन्न उत्पन्न होता है कि दूसरे क्षेत्रों को बहुत ज्यादा सुविधा हो सकती है । लेकिन यातायात के साधन न होने से, मोटरों और रेलों के न होने से इस काम में बड़ी दिक़्क़त पड़ती है । इस के अलावा विन्ध्य प्रदेश के आधे हिस्से में भी बुन्देलखंड का कुछ भूभाग है और यहां पर लोहे की खानें हैं, कोयले की खानें हैं, वहां हीरा निकलता है और अबरख की खानें हैं, ऐसा ही नियम की खानें हैं और तरह तरह के अनेक खनिज पदार्थों की खाने हैं। अगर वहां रेल हो जाये तो यही नहीं कि रेलों की आमदनी बहुत बढ़ जायेगी बल्कि हमारे प्रदेश की भी तरक्की होगी और वह प्रदेश जो अब तक पिछड़ा हुआ था वह भी उसी दशा में आ जायगा जिस में कि भारतवर्ष के दूसरे भाग हैं ।

आप ने यह देखा होगा और अनुभव किया होगा कि रियासती विभाग के मंत्री महोदय ने जब कि भारतवर्ष का इंटीग्रेशन (integration) हुआ था, जब कि रियासतों को मिलाने का सवाल था, एक बड़ा भारी आश्वासन दिया था और वह यह था कि एकीकरण का उद्देश्य यह है कि रियासतों का स्तर इतना उठाया जाय कि वह हर दिशा में एक भाग की रियासतों के बराबर आ जायें । लेकिन जब से एकीकरण हुआ है, मर्जर (merger) हुआ है, तब से रियासतों के लिये कोई ऐसा क़दम नहीं उठाया गया है कि जिस से वह उन की बराबरी में आ सकें । आप देखते हैं कि जहां रेलें होती हैं वहां शिक्षा के साधन भी होते हैं । जहां यातायात के साधन होते हैं वहां संस्कृति भी होती है और अनेक प्रकार की उन्नति होती है । वहां इस प्रकार के साधन जुड़ जाते हैं कि उन्नति बहुत शीघ्र होने लग जाती है । लेकिन वह भूभाग जो कि रेलों से दूर हैं और जहां मोटरों और बसों के भी साधन नहीं हैं वहां पर यह बहुत मुश्किल है । इसलिये मैं इस विषय पर अधिक न कह कर मंत्री महोदय से प्रार्थना करूंगा कि जो वादा सरदार पटेल साहब ने अपनी स्पीच में इंटीग्रेशन के समय किया था उस के पालन करने की कृपा करें और बुन्देलखंड के हिस्सों में और विन्ध्य प्रदेश के हिस्सों में जहां कि रेलें नहीं हैं और जहां रेलों की अत्यन्त आवश्यकता

है वहां ऐसी व्यवस्था करें कि इस पंच वर्षीय योजना में कम से कम एक तो रेल बन जाय। मैं नहीं चाहता कि आप का सारा धन बुन्देलखंड की ओर ही जाय। नहीं, भारतवर्ष भर में जहां जहां जिन जिन रियासतों में अब तक रेलें कभी नहीं थीं वहां पर रेलें बनाई जायें और हर स्थान को थोड़ा थोड़ा धन दिया जाय।

[MR. DEPUTY-SPEAKER *in the Chair*]

उपाध्यक्ष महोदय, मुझे समय बहुत कम दिया गया है और ऐसे थोड़े समय में तमाम बातें तो मैं नहीं कह सकता। लेकिन एक दूसरी बात जिस की तरफ़ मैं माननीय मंत्री महोदय का ध्यान दिलाना चाहता हूं वह यह है कि चित्रकूट का जो स्थान है वह बड़ा धार्मिक स्थान है। वहां पर हर महीने में हर पक्ष में बड़े-बड़े मेले लगते हैं और आदमी लाखों की तादाद में वहां जाते हैं। यह स्थान झांसी और मानिकपुर सैक्शन में है। बांदा और मानिकपुर के बीच में जो रेलें जाती हैं उन में इतनी भीड़ होती है कि कुछ कहा नहीं जा सकता। वहां कोई पुलिस का इन्तज़ाम नहीं है। न वहां टिकट कलैक्टर रहते हैं और न ट्रैवलिंग मैजिस्ट्रेट (travelling magistrate) का ही वहां इन्तज़ाम है। नतीजा यह होता है कि जो लोग वहां टिकट ख़रीद कर जाते हैं उन को गाड़ी में बैठने को जगह नहीं मिलती। बाज वक़्त उन लोगों की जानें भी गई हैं, उन के चोटें लगती हैं और उन को जायदादों तथा अपने धन से भी हाथ धोना पड़ा है। इसलिये कुछ ऐसा प्रबन्ध होना चाहिये कि या तो रेलें अधिक चलाई जायें या केवल मेले के समय में कुछ ऐसी स्पेशल ट्रेनें चलाई जावें कि जिस से उस समय रेलों में भीड़ न हो और जो लोगों की जानें जाती हैं वह बच सकें। साथ ही साथ मेरा यह भी अनुरोध है कि अगर टिकट ख़रीदने पर लोगों को विवश किया जायेगा तो यह भीड़ बहुत कम हो जायेगी और जो टिकट न लें उनको उचित दंड दिया जाना चाहिये। मैं ने एक बार मेले के समय वहां टिकट कलैक्टर और दूसरे मित्रों से पूछा कि चैकिंग (checking) क्यों नहीं करते तो उन्होंने कहा कि रेलवे विभाग की तरफ़ से हमारी जान की रक्षा के लिये कोई प्रबन्ध नहीं है। अगर हम इन लोगों से टिकट मांगते हैं तो हमारे साथ वह झगड़ा करते हैं और हम को जान से भी हाथ धोना पड़ता है। कई बार बड़ी बुरी तरह से वह पीटे भी गये हैं और उन के बड़ी बड़ी चोटें भी आई हैं।

इसलिये मैं माननीय मंत्री का ध्यान इस तरफ़ भी आकर्षित करना चाहता हूं कि चित्रकूट मेले के समय में जो हर महीने दो मर्तबा होता है कुछ ऐसी विशेष रेलें चलावें और प्रबन्ध करें, ताकि यह दिक़्क़तें न रहें।

उपाध्यक्ष महोदय : आपका समय ख़त्म हो गया।

श्री एम० एल० द्विवेदी : अब समय नहीं है तो मैं आज्ञा लेता हूं।

(English translation of the above speech)

Shri Syed Ahmed (Hoshangabad): Sir, with regard to the advice you have given, I have every sympathy with the hon. Members who do not know Hindi. But, as you are aware, there are many Members in this House who do not know English.

Mr. Speaker: That is true.

Shri Syed Ahmed: So if they have to reply to the speeches of our friends on the other side, they would not be able to use the medium of English as you have suggested.

Mr. Speaker: It is true, I quite understand this. But those who do not know English at all are very small in number while those who do not know Hindi are many. Therefore we have to use that language which most of the

[Mr. Speaker]

Members may understand, and specially the Members of the Opposition, for in debate the Members of the Opposition should have their say and the Government must reply to the points raised. That is why I am saying so. Then the question of Members not knowing either English or Hindi would bring us to the question of their mother tongue. The result would be that the debates would begin to take place in regional languages and we shall not be able to follow each other. Moreover, our aim is to develop Hindi and if we do that gradually, I am sure we would all be able to understand it in due course of time. Haste will not improve matters. We need not now discuss the point any further.

Shri P. N. Rajabhoj (Sholapur—Reserved—Sch. Castes): There is a large number of Hindi knowing Members.

Shri M. L. Dwivedi: Sir, with your permission I would first speak in Hindi and then say a few words in English.

Mr. Speaker: The hon. Member will have no time. His time is very short. He may continue in Hindi now.

Shri M. L. Dwivedi: What is the time-limit?

Mr. Speaker: As I have said, 15 minutes to the mover and to others if they want to speak longer. I should like to restrict the time still further to ten minutes. After all, so far as Members on the Government Benches are concerned, I think that they have got an exponent of the Government policy in the hon. Minister. So, they may just touch a few points and may not go into details.

I shall take this opportunity of suggesting to the hon. Minister that he may speak in Hindi if he likes, but may give a little substance at the end in English also. That means, I shall reserve ten minutes more for him—30 minutes; and we close at 12-30 P.M.

Shri M. L. Dwivedi: I am grateful to you for your directions and I do not in fact want to speak in a language which my friends opposite may not follow. I want to put my views before the hon. Minister with regard to the cut motion a notice of which I had given but which I have withdrawn. But it also becomes the duty of our party to reply to the criticisms of the Opposition. That is why I would like to say something in that connection also.

Now I should like to draw the attention of the hon. Minister to some particular things that are connected with the Railway administration. First of all I would draw his attention to those areas of former states which have now merged into India and where there are no railway lines. Arrangements must be made there for linking them with railways. It is alright to provide facilities to the areas which are already being served by railways; when we have got independence we must provide all the facilities we can. But would it ever be proper to go on providing a person who has had already his full with new and more and better items and let the hungry one remain hungry? What I mean is that we are spending money and starting new Janata trains and providing more facilities such as installation of fans on those routes that are already well off, but we are ignoring those areas of merged states where there were no railway lines and where other means of transport were also very unsatisfactory. And this is so even with regard to these areas which are potential sources of country's progress for they abound in valuable minerals. No doubt several schemes have been formulated under the Five Year Plan which promise development of these areas. But I think that is so little that it would not help much. I would therefore invite special attention of the hon. Minister to those places where lack of transport provides great difficulty. There are neither good roads nor any railways. Take for example Bundelkhand. It is a surplus area with regard to foodgrains. But in absence of any good transport system, of motor or of rail, it becomes difficult to send out this surplus food to other places. Besides, large portion of Bundelkhand comes under Vindya Pradesh where deposits of coal, iron, mica, aluminium etc. are found and diamond mines are also there. Opening of railway transport in that area would not only give extra income to the railways but would also help that state to develop and bring it at par with the rest of India.

When the big question of integration of these states was facing us, the Minister in-charge of States had given us a very significant assurance that the object of integration was to raise the general level of all these States to a particular standard, so that they may all come to an equal footing. But since the time of merger no step has been taken to raise them to that level. We all know that good transport system helps speedy development of educational, cultural and other aspects of progress. But it becomes very difficult in regions where there are no railways and no means of motor transport. Therefore without going into

details, I would urge the hon. Minister to fulfil the promise which Sardar Patel had made at the time of integration and see to it that in those parts of Vindhya Pradesh and Bundelkhand which urgently need it, railway lines are opened under the Five Year Plan. I do not mean to suggest that all the finances of the railways should be directed towards the development of Bundelkhand only. Finances on the other hand should be distributed between those States that have no railways as yet.

[MR. DEPUTY-SPEAKER *in the Chair*]

Sir, I have been given very little time and therefore I cannot say all the things I wanted. But one place towards which I want to draw the attention of the hon. Minister is Chitrakut. It is a religious place and lie in the Jhansi-Manikpur section. Big religious fairs are held there fortnightly and lakhs of people flock to attend them. But the trains running between Banda and Manikpur are extremely crowded. There is also no arrangement of police. There are neither any ticket collectors nor any travelling magistrates. The result is that generally the people who purchase tickets do not find accommodation in the trains. At times they have even lost their lives and their belongings and received injuries. Therefore there must be some arrangements of either starting more trains or special trains at the time of fairs to relieve congestion and save lives and belongings of the travellers. Together with this, ticketless travellers should be checked and penalised. This would also go to mitigate congestion. Once I asked a ticket collector and some other friends as to why no checking was being done there and they said that the railway department had made no arrangements for their safety. This was necessary because when they demanded tickets from those persons some fell out and the ticket collectors were even in danger of their lives. Several times they have been badly beaten and have received major injuries.

I would therefore request the hon. Minister to make proper arrangements by starting special trains to remove these difficulties.

Mr. Deputy-Speaker: The time of the hon. Member is over.

Shri M. L. Dwivedi: Then I would resume my seat.

Shri K. K. Basu (Diamond Harbour): I rise today in support of the cut motion under the head 'Railway Board' to discuss the most important thing which today the country is thinking about, especially the eastern part of India, namely, railway regrouping. During the General Discussion we had some discussion on this point, but unhappily some feelings and passions were roused and bad blood has flowed on the point of provincialism and parochialism. Happily for all of us we do not wish such feelings to be allowed to be expressed on the floor of this House. We on this side of the House are quite conscious of the fact that regrouping is a necessity.

Since the integration of the areas which were formerly known as the Native States into the Indian Union quite a number of railways there were taken over by the Indian Railways system and it was considered uneconomic to have them as separate systems. But in considering the question of regrouping we must lay down certain principles and I am happy to see that the Government and the Minister of Railways have enunciated the two most important principles on which regrouping should be done: operational efficiency, and the economic affinity of contiguous regions and the natural flow of traffic. So, in assessing the effect of regrouping we must consider to what extent these canons or principles are satisfied by the present regrouping.

Let me consider the case especially of the North-Eastern and the Eastern Railways because the regrouping of these Railways has lately roused many feelings and has been in the minds of the people especially in that part of the country where I come from, namely, West Bengal. Let us consider the effect of regrouping on the economic affinity of the areas served by these two Railways. Calcutta is the nerve centre of not only the traffic of the jute industry but is also the outlet for the industrial belt of West Bengal, Bihar and Uttar Pradesh. The sugar of North Bihar has to reach Calcutta port if it is to be exported. Similarly there are other products flowing out of these industrial regions. Therefore, the importance of Calcutta port serving the needs of these areas cannot be minimised. In the case of Uttar Pradesh, the industrial products of the biggest industrial centre of Uttar Pradesh, namely, Kanpur, must find its way to the port of Calcutta to reach its market. Another factor is that these industries must be fed by the coal from the collieries of West Bengal and Bihar. So from the standpoint of economic affinity of these two areas of West Bengal and Bihar, as also quite a large part of Uttar Pradesh, they are economically so interdepen-

[Shri K. K. Basu]

dent that before we get to this idea of regrouping we must consider the effects of such regrouping on all concerned. Then there is the State of Assam which is practically cut off from the Indian Union but for a stretch of land. What is the effect of regrouping on Assam? Tea is the main export of Assam and it has to be sent to Calcutta port if we are to export it and obtain foreign exchange. I would say that if the regrouping as it exists today is allowed to continue we can imagine what its effects will be on the community at large and on the traders of the country, especially those in the eastern part of the country. These tea merchants will have to obtain the allotment of wagons and arrange the other necessary things from areas which are far away from the port of Calcutta. I therefore emphasise the point that regrouping, as it is now, utterly fails the test of economic affinity and flow of traffic of the region. Another point which I want to emphasise is the question of the flow of coal which is so necessary for the industrial belt of Uttar Pradesh. It has been repeatedly emphasised by different committees of experts, and lately by the Kunzru Committee, the presiding member of which is a Member of the Upper House and a very old and experienced Parliamentarian, that the East Indian Railway system which is the most efficient among the railways cannot be truncated and cannot be divided in such a way that the coal of Bengal cannot easily reach the destinations in Northern India. We have been told in this House by the Minister and the ex-Minister of Railways, Shri Gopalaswami Ayyangar, that other considerations have had their influence in the meantime and they had taken a decision so that the recommendations of these gentlemen did not hold good. I think, if not for anything else, we must pay due consideration to these recommendations because of their weight of wisdom.

Then I come to the question of administrative efficiency. We all know well—I do not want to quote from the report that has been circulated to us by the Railway Department themselves—that the Eastern Railway will have the highest volume of traffic under the regrouping. We all know that the Eastern Railway, as it is constituted, will serve the industrial belt of West Bengal, Bihar and Orissa, and part of Central India which is divided into so many States under the present Constitution. We know the present Bengal-Nagpur Railway has its lines spread through the great mineral areas of India and industrial centres like Tatanagar. We may differ regarding the line or the timing but we all know the future of India depends upon the pace of industrialisation that we are able to follow. That is why hon. friends opposite have laid before us the report of the Planning Commission. Therefore, if we are to regroup our railways and evolve new systems, we should not only consider the present difficulties and present possibilities but we should also consider the future effects of such a regrouping. Consider for a moment the immense mineral potentialities and industrial possibilities of the areas of Orissa and Central India and parts of Bihar. If a railway network is allowed to develop in these areas in the near future as we all wish it should, then the Eastern Railway will be an unwieldy system and it will be a strain on the administrative machinery of the Railways to manage it efficiently. Therefore, on this score I should consider that the test of administrative efficiency also has not been satisfied by the present regrouping of these Railways.

In our country, we have got only 33,000 miles of railways, from what I can gather from the reports supplied to us. As early as 1907, it was recommended that India should have at least 100,000 miles of railways and I think even the hon. Minister of Railways will concede that independent India needs a much greater and longer railway mileage. The regrouping in its present form will not be able to satisfy this, nor will it satisfy the other objective which the administration has in view, *viz.* administrative efficiency.

Another point which was stressed by the Wedgewood Committee and endorsed by the Kunzru Committee was about the *esprit de corps* in the administration. We all realise the peculiar nature of our railways. If you compare England with ourselves, you will find that England is essentially an industrial country with stations lying close to one another. Here in India, the stations lie wide apart and in some places one or two station staff and the gangmen are about the only symbols of modern civilisation there. Thus, the staff are bound to suffer due to the regrouping and if we have big railway systems they will be overstrained and we will not be able to expand our mileage, as we wish to do.

Coming to the financial aspect, we have been repeatedly told that our financial condition is not very happy. I have tried to work out from the figures supplied how much money we have to spend on the extra accommodation

required as a result of the regrouping scheme and the location of the headquarters at Gorakhpur and Delhi. It comes to Rs. 59 lakhs, possibly spread over a couple of years. When our financial condition is bad and when every available pie must be spent for the better future for which we are all aspiring, why should we spend this money with hot haste? Why should we have this transfer, about which there has been so much criticism rightly or wrongly? I think that the hon. Minister of Railways should give up haste and give greater weight to the Opposition standpoint before deciding to pursue the regrouping scheme.

The location of the headquarters is a ticklish question. I come from a province which we call the "have-not" and the hon. Minister comes from a province which we call the "have" in the matter of location of headquarters. I do hope the hon. Minister will not misunderstand me and think that I have some feeling of provincialism. Actually, I am looking at the matter from the all-India point of view and especially from the point of view of the interests of the regions that I represent. In the North Eastern Zone the headquarters have been shifted to Gorakhpur.

Shri T. N. Singh: Has it been shifted or will it remain there?

Shri K. K. Basu: I mean the North Eastern Railway. Anyway, while I agree that U.P. has a long Railway mileage and may justly claim the headquarters, we have to consider whether the regrouping will serve the larger interests of the regions concerned. In the White Paper itself.....

Mr. Deputy-Speaker: I want to tell the hon. Member that I ring the bell two minutes before the time is up and the practice should be followed by hon. Members that within those two minutes they should wind up. They should not start a new topic, because it will not be possible to complete it. They should only utilise that time for concluding their remarks.

Shri K. K. Basu: I think, Sir, you will be a little more lenient to backbenchers. This is the first occasion on which I am speaking and therefore I trust you will give me some more time.

The White Paper itself says that it is necessary to locate the headquarters at Calcutta in order to give facilities of the port to the northern parts of Bihar, Assam and U.P. I do not want to deal with this at length, but I merely invite the hon. Minister's attention to it.

I want to voice the fear and apprehension of the labour. Labour justly feels that they will suffer supersession, reversion and stagnation in service as a result of the regrouping scheme. Promises have no doubt been forthcoming that no harsh treatment will be meted out and that no injustice will be done. But public memory is not short and we have enough experience of the promises given by the Treasury Benches. Reports have been coming in from the south and a portion of the west that retrenchment has already taken place and people are being transferred to such places as make them resign their posts. It is therefore not only the eastern part of the country that is suffering, but also the south and the west.

We suggest that this regrouping question be reconsidered. With all the emphasis at the command of the Opposition, we appeal to the hon. Minister of Railways to consider it de novo and if necessary appoint a Parliamentary Commission with Members of this House, members of the Railway Board and representatives of the trade and the labour. If that Commission says that regrouping is necessary, we in the Oppositon will certainly support it. We cannot allow the unity of India to be broken and parochial and provincial feelings cannot be allowed to jeopardize the interests of India. But we feel that this unity must not be maintained, if I may say so, by Katjuite baton and Ayengarine bayonet. We want to promote a bond of friendship between the peoples of different nationalities in India and cement them into one goal to realise the fulfilment of our dream for which we have suffered and made sacrifices for the last fifty years or more

Shri T. N. Singh: Sir, if you will permit me I will like to speak in Hindi because I feel I shall be able to express myself better in my mother tongue. Certain points have been raised by Members on the opposite and since some of them do not understand Hindi, with your permission I shall answer those points in English.

Shri A. K. Gopalan: As the Speaker said some time ago, most of the Opposition Members do not know Hindi. We make a request to all those hon. Members who want to speak in Hindi but who can speak in English, to speak in English, so that we may be able to understand them. It is stated that it is permissible to speak here in English

[Shri A. K. Gopalan]

and Hindi, but not in anyone's mother tongue. So, no other language can be used. We request the hon. Members on the other side that since we have not been able to follow Hindi well and we want to understand what they are saying, they may better speak in English first and then in Hindi if necessary. We shall have no objection to that.

Pandit S. C. Mishra (Monghyr North-East): But on the Opposition Benches there are many other people who can understand Hindi and not English. Therefore, he should not say that on behalf of the entire Opposition.

Mr. Deputy-Speaker: I understand that Shri T. N. Singh wants to clarify certain points raised by some Members on the other side and since the latter are not able to understand any other language except English, I leave it to him to consider, in view of his desire to meet those points, whether it would not be appropriate for him to speak in English. But it is open to him to speak in any language he likes.

Shri N. S. Nair: I am told that there are people who understand neither English nor Hindi.

Mr. Deputy-Speaker: They ought not to have come here.

श्री टी० एन० सिंह : श्रीमान, मैं बहुत ही अनुग्रहीत हूं कि आप ने मुझे हिन्दी में बोलने की अनुमति दी । मेरा ख्याल है कि मेरी भाषा हमारे दक्षिण के भाई भी समझ सकेंगे क्योंकि मैं उस नगरी का रहनेवाला हूं जहां संस्कृत और हिन्दी एक साथ करीब करीब बोली जाती है । इसलिये मेरी भाषा में संस्कृत के अधिक शब्द होंगे और उस को समझने में उनको कठिनाई नहीं होगी । आज अंग्रेजी भाषा को हमारे दुर्भाग्य से राष्ट्रीय भाषा का सा हक़ दिया जा रहा है । हमारे भाई ही उस हक़ पर जोर दे रहे हैं । मेरा विचार है कि यदि वह अपनी स्मृति को जागरूक करेंगे तो उन को मालूम होगा कि मेरी भाषा में अधिकतर हमारी पुरानी राष्ट्रभाषा के शब्द हैं और यह उनको हमारी पुरानी राष्ट्रभाषा का ध्यान दिलायेगी ।

Mr. Deputy-Speaker: The hon. Member has only fifteen minutes.

श्री टी० एन० सिंह : अस्तु, मुझे हार्दिक वेदना हो रही थी जब मैं अपने भाइयों से प्रान्तीयता की बातें सुन रहा था । मेरा दुर्भाग्य है कि मैं ने जो कुछ यहां किसी वक्त आज से ६ महीने पहले इस जटिल विषय पर, जिस पर बहुत सा वादविवाद हुआ था, कुछ विचार प्रकट किये थे, उस को तोड़ मरोड़ कर उन का उ ण किया गया है । उपाध्यक्ष महोदय, मैं ने उस समय सिर्फ़ यह कहा था कि यद्यपि हम उत्तर प्रदेश के निवासी कहलाते हैं लेकिन उस प्रान्त में हर प्रान्त के लोग बसते हैं । उस की जनसंख्या प्रायः साढ़े ६ करोड़ है । यदि इतने बड़े प्रान्त में जिस की जनसंख्या इतनी अधिक है और जिसका विस्तार इतना लम्बा चौड़ा है, किसी वजह से अकस्मात कोई केन्द्र पड़ा हुआ है तो भगवान के लिये उसे क्यों हटाया जाता है । यह भी कहा गया कि यह तो जनमत के आधार पर होना चाहिये । आजकल का राज्य ऐसा है कि उस में जनमत का जरूर जोर चलेगा । तो फिर उस वक्त मैं ने यह कहा था कि अगर जनमत की बात है तो मैं आप से कह सकता हूं कि हमारे प्रदेश का जनमत इस बात को साफ़ जाहिर कर देगा कि वह क्या चाहता है और हमें अपना जनमत प्रकट करने का अभ्यास भी है । अभी चुनावों में हम ने अपने जनमत को इफ़ैक्टिव (effective) और प्रभावशाली तरीके से प्रकट किया है । यही बात हम ने कही थी । इस में कहां सत्याग्रह की या दुराग्रह की बात है । और फिर मैं कहता हूं कि सत्याग्रह तो हो सकता है, उस के लिये तो गांधी जी ने कहा है कि हर समय हर व्यक्ति को हक़ है, परन्तु दुराग्रह का तो हक़ नहीं होता है । आज जो इस विषय पर बहुत सी घटनायें हो रही

हैं जिन में वायलेंस (violence) होता है और हिंसा होती है वह कहां तक सत्याग्रह है ? इस वास्ते मैं ने आप से इतनी बातें कहीं ।

फिर यदि इस पर ठंडे दिल से विचार किया जाय तो मैं यह पूछूंगा कि उत्तर प्रदेश में जो रेलवे लाइन है, जिसे छोटी लाइन कहा जाता है और जो कि बिहार होती हुई आसाम तक जाती है, उस का इतने दिनों तक शासन प्रबन्ध गोरखपुर केन्द्र से हो सकता था, आज क्या आवश्यकता हो गई कि उस का केन्द्र कलकत्ता कर दिया जाय जहां कि बड़ी लाइन है और छोटी लाइन जहां से मीलों दूर है ? यह बात कहां तक न्यायसंगत है ? यह मैं ने कहा था । इस में कौन सी अनुचित बात है और किस कारण से ? हमारे बंगाल के निवासियों को या आसाम के निवासियों को या और किसी प्रान्त के निवासियों को इस का विरोध क्यों हो सकता है ? मेरी समझ में नहीं आया कि हमारे इतने वयोवृद्ध नेता डाक्टर श्यामा प्रसाद मुखर्जी को भी इस का विरोध है । अभी तक मैं यह समझता था कि इस उम्र में आदमी का दिल ठंडा हो जाता है लेकिन शायद यह समझ कर कि हमारे प्रान्त में यह केन्द्र होना चाहिये उन्होंने यह सोचा कि कुछ बोलना ही चाहिये चाहे वह न्यायसंगत या उचित हो अथवा न हो ।

(English translation of the above speech)

[**Shri T. N. Singh:** Sir, I feel grateful to you for permitting me to speak in Hindi. I belong to a place where Hindi and Sanskrit are spoken almost equally well. For that matter I hope that the hon. friends coming from the South will also be able to understand my speech. It will contain quite a sufficient number of Sanskrit words about which they will not feel any particular difficulty in understanding. Today unfortunately the English language enjoys a status equal to that of our national language and none but our own countrymen are defending its status so vigorously. If they refresh their memory, I think they will find in my speech many words which are from our national language of the ancient times. It will incidentally take their thoughts back to our ancient national language.

Mr. Deputy-Speaker: The hon. Member has only fifteen minutes.

Shri T. N. Singh: I felt extremely pained today to hear charges and counter charges of provincialism from my friends. It is my misfortune that things which said by me six months before on this subject have aroused a heated controversy today, have been quoted here in a distorted form. Sir, what I said on that occasion was that although we are called the residents of Uttar Pradesh, yet the reality is that people from all the States of India populate that State. The population there at present is nearly six and a half crores. If, therefore, it is decided to locate any headquarters in a province so vast in area, for heaven's sake desist from attempts at its removal. Even a plea has been advanced to decide this issue according to the popular will. In the present administrative set-up of the country, popular will is bound to carry a tremendous influence. I had then said that if it be so decided to ascertain that popular will, I had no doubt as to its outcome in our State and that we were sufficiently accustomed to an expression of such a will. Only recently we have expressed ourselves in the general elections in a very effective way. That is what I had said then. Again I hold that *'Satyagraha'* is justified in all cases. Gandhiji had conceded this right to all individuals. But that does not mean that people can resort to *'Duragraha'* also as a right. How far the movements started these days—so often punctuated with acts of violence—are *'Satyagraha'*? That is why I made these remarks.

Now I submit that the metre-gauge line in Uttar Pradesh which passes through Bihar and extends upto Assam, has been administered for so many years from Gorakhpur. I want to know what necessity has now arisen for shifting its headquarters to Calcutta which is connected by Broad-gauge line only and is miles away from the metre-gauge line in question? How can it be held justified? It is what I said then and I don't understand what is improper in it and why it is so. I am unable to see why people of Bengal and Assam should be opposed to these arrangements. In particular, I have been unable to see why a senior leader like Dr. Syama Prasad Mookerjee should be opposed to it. I think that

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with age passion is eliminated from judgment, but probably the temptation of having the headquarters in his own State has prompted him to speak, irrespective of his cause being just and proper or otherwise.]

Now, Sir, with your permission—a portion of my time having been taken away in the interruptions for which, I believe, you will give me some allowance—I will proceed to speak in English. Only a short while ago an hon. Member from Bengal referred to a speech I made some months ago in the Provisional Parliament. In the course of that speech I had said that I was unable to understand why Gorakhpur which was already the headquarters of the metre gauge railway system was being disturbed. I also enquired why big cities like Calcutta or Bombay insisted on having two headquarters, instead of one which they had been having so far. I did not raise any issue of provincialism. I had no idea of putting myself against the great Bengalee people who have got a great tradition of national service. That was never my intention.

But, unfortunately, I find that in this House unnecessary issues are being raised and have been raised. As one who since his childhood has tried to follow in the foot-steps of our great leaders like Lokamanya Tilak, Mahatma Gandhi and Arabindo Ghosh, I wish to assert that we shall have no truck with provincialism, and provincial considerations shall not be allowed to have any play in such matters.

What has the Government done? It has only retained the headquarters of the metre gauge system where it was. Should you deprive that central headquarters of whatever advantages it had and instead give additional advantage to some other centre? That was my plain and simple argument. Yet, unfortunately, unnecessary heat has been generated and threats of *satyagraha* have been referred to. I do not see what was the occasion for all these.

I now come to the merits of the question itself. Under the regrouping arrangement—of which I think every Member has been supplied with a map —the Eastern Section, with its headquarters at Calcutta will have a route mileage of 5,667 miles; the North-Eastern Section, which has got Gorakhpur as its headquarters, has only a mileage of 4,760. I find that all other regions approximate to something between 5,500 to 6,000 route miles. How can anyone, therefore, say that the mileage of the Eastern railway should be extended any further?

Personally, I have no likes or dislikes in the matter. When I had occasion to discuss this question last time with the then Railway Minister I said that we—at least I—were not concerned as to which part of the route mileage was put in this headquarters or that. But I do want that certain practices which have been built up in certain areas, certain headquarters should not be disturbed. Do not disturb them, for God's sake do not dislocate them. If a part of what is going today to the Northern Section goes to the Eastern Section I have nothing to say. But at the same time there has to be a sense of proportion. We have to find out whether a particular section or zone or group should be made unwieldy unnecessarily. The problem should be considered dispassionately, on merits. And we can approach the question from that point of view. Provincialism does not come in here.

Having dealt with this question of regrouping, I have an appeal to make: let us consider the whole railway system as one system. Why should we lay too much emphasis on this question of groups and groups which arouse, unnecessarily, provincial separatism? I have heard here on this question of regrouping, "yellow" provincialism, then I have heard "pink" provincialism, and ultimately I have also heard "red" provincialism. This sort of provincialism, spreading in the ranks of "yellow", "pink" and "red" and finding a haven there, is something astounding. We had heard of Akhand Bharat, we had heard of a sort of International Bharat, and we had heard of Socialist Bharat, but we never heard of a provincial Bharat as we hear today. This tendency has been going on. We hear of linguistic provinces, of so many disruptive theories, which are only designed to divide the country, or which will have the effect of dividing the country. I do not say it will necessarily result in that because I think the people of India possess sound, hard commonsense. The unity of India will ultimately assert itself, whatever the fissiparous tendencies on this or that issue. At the same time, all such tendencies should not be encouraged at all. I would earnestly appeal to the Members of the House not to indulge in this sort of provincialism on issues which can always be considered on merits, on scientific lines, on figures and facts. That is what should be done, and that is what need be done.

There is certainly the question of employment. I think that should be considered, and due regard should be paid so that nobody goes out of employment because of these administrative changes. And I am sure, after the Railway Minister's assurance and what has happened so far in other zones and with all the experience we have had of this regrouping, there was no cause for working ourselves up on this question in this manner.

As regards some of the other points I would like to say only a few words. I believe that the Railways are our greatest nationalised undertaking. They deserve our sympathy, consideration and fullest support. We should not lightly run them down or criticize them. This will show us the way how we shall in future nationalise other undertakings. Not only that. It is giving us very valuable experience, and that experience will come in handy when the time comes for further expansion in this direction. Therefore, I would like hon. Members to approach all questions in regard to Railways, which involve any public dissatisfaction, in a calm atmosphere. There will always be some shortcomings. We have had shortcomings, though I feel that no railway system of such an extensive area has recovered from the ravages of war within such a short time. Only three or four years ago no train was running to time. Lots of trains were not running at all. A lot of lines had been dismantled. I believe the Railway Minister, the predecessor of the present Railway Minister especially, has to be congratulated on the radical change that he has brought about in the conditions of the railways.

Therefore, let us approach the whole problem in a judicious and calm spirit. After all, no miracle can be worked in a short period. Whatever changes one wants one can certainly suggest. One can make constructive suggestions as to how to effect a certain change. But execution will take time. You should make allowance for the difficulties that are there, financial and other. And with time I think we shall surmount all these difficulties. The railway administration in this country has been always conscious of the needs of the poorer classes of the people. We also believe that there should not be any distinctions, and the third class passenger should travel in comfort. He should have more amenities, and more amenities. And that I think is the one sole object of the present Railway Minister, as it was of his predecessor. And if we pursue the thing quietly and solidly and without unnecessary fanfares and criticisms, I think we shall reach our goal much sooner than we can ever expect. After all, our railways are a very solvent organisation. We have to see to it that their solvency is maintained, that their reserves are maintained, that the sound principles of finance for depreciation fund, betterment fund and so many other things, are maintained intact. If that is done, I am sure that the railways will march onward and onward every year. And that is what is going to happen if our friends do not indulge in unnecessary criticisms, unnecessary provincialism and unnecessary small-mindedness.

श्री जी० डी० सोमानी : श्री उपाध्यक्ष महोदय, रेलवे मंत्री महोदय ने उस दिन हिन्दी में उत्तर दिया था और मैं भी इस विषय में ठीक उन्हीं का अनुकरण करना चाहता हूं ।

बाबू रामनारायण सिंह : बहुत ठीक ।

श्री जी० डी० सोमानी : मुझे जो दो चार शब्द निवेदन करने हैं उन में सब से पहले मैं रेलवे की जो फ्रेट रेट (freight rate) की पालिसी है उस पर अपने विचार प्रकट करूंगा । इस सम्बन्ध में कुछ दो चार बातें उस दिन भी निवेदन की थीं और उसी सम्बन्ध में कुछ और बातें निवेदन करनी हैं । हमें उत्तर में यह कह दिया गया था कि रेलवे का जो वर्तमान फ्रेट स्ट्रक्चर (freight structure) है वह बहुत कुछ जांच पड़ताल करने के बाद बनाया गया था और इसलिये फ्रेट स्ट्रक्चर के सम्बन्ध में अब और किसी भी तरह की जांच करने की गुंजाइश नहीं है । मैं जानता हूं कि इस तरह का जवाब समय समय पर रेलवे बोर्ड की ओर से व्यापारिक संस्थाओं को दिया गया है और माननीय मंत्री ने उन्हीं शब्दों को उस दिन दुहरा दिया था । लेकिन कोई नीति होनी चाहिये, कोई आधार होना चाहिये जिस के ऊपर कि रेलवे का फ्रेट स्ट्रक्चर अवलम्बित हो । अगर कई एक वस्तुओं की जांच करने से यह प्रमाणित

[श्री जी० डी० सोमानी]

हो जाय कि जिस नीति के आधार पर अर्थात वस्तु को कीमत के हिसाब से जिस तरह उस के ऊपर फ़ेट लागू किया जाता है उसी नीति के अनुसार अगर रेलवे बोर्ड के सदस्यों को प्रमाणित कर दिया जाय कि अमुक वस्तु के ऊपर जो फ़ेट रेट लगा दिया गया है वह अनुचित है और असह्य है तो अवश्य ही उस सम्बन्ध में जांच होनी चाहिये। हो सकता है कि हमारे रेलवे मंत्री महोदय कोई बाहर के या व्यापार के या इंडस्ट्रीज (industries) के प्रतिनिधियों को ले कर जांच न करना चाहें लेकिन कम से कम अपने डिपार्टमेन्ट के द्वारा ही, रेलवे बोर्ड के द्वारा ही, इस तरह की जांच करवा सकते हैं कि किस तरह से गये ४, ५ वर्षों के अन्दर बहुत सी व्यापारिक संस्थाओं के द्वारा इस सम्बन्ध में कितने निवेदन उन की सेवा में किये गये हैं और उस सम्बन्ध में क्या कार्यवाही की गई है। उदाहरण के लिये मैं एक बात आप के सामने रख सकता हूं और वह लाइम स्टोन (Lime Stone) के ऊपर फ़ेट रेट की है। लाइम स्टोन ऐसी चीज है जो इंग्लैंड आदि देशों में भी बिल्कुल लोयेस्ट क्लास रेट (lowest class rate) के विभाग में रखा गया है। लेकिन हमारे यहां यह डब्लू० एल० सी० (WL/C) क्लास रेट में रख दिया गया है जो नीचे के क्लास रेट से बहुत अधिक है। लाइम स्टोन एक ऐसी चीज है जो हैवी केमिकल इंडस्ट्रीज (Heavy Chemical Industries) और सीमेंट वगैरह की जो बेसिक इंडस्ट्रीज (Basic Industries) हैं उन में बहुत बड़ी तादाद में काम में आता है। आप को यह जान कर आश्चर्य होगा कि लाइम स्टोन को स्टेशन तक लाने में साढ़े पांच रुपये कीमत पड़ती है लेकिन मुझे मालूम है कि साढ़े पांच रुपये टन के लाइम स्टोन को अपनी फ़ैक्टरी में ले जाने के लिये पौने बारह रुपये टन के हिसाब से देना पड़ता है। इसी तरह से सीमेंट फ़ैक्टरी को जिस कीमत पर लाइम स्टोन आता है उस से कहीं अधिक फ़ेट उन को देना पड़ता है। आप अन्दाजा लगा सकते हैं कि जब व्यापार और उद्योग को प्रोत्साहन देने की हमारी सरकार की नीति है, तो रा मैटीरियल (Raw material) जिस पर सारा उद्योग निर्भर करता है, उस पर इस तरह का भारी बोझ लाद देना, यह जो सरकार की नीति है कि उत्पादन बढ़ाया जाय, उस से यह कहां तक मेल खाता है। उदाहरण के लिये यहां पर बहुत सी वस्तुओं का नाम लिया जा सकता है जिन पर कि उल्टा और बोझ लाद दिया गया है, लेकिन अभी न तो उस के लिये समय ही है और न आवश्यक ही है। यह जो वर्त्तमान फ़ेट चार्जेज (freight charges) का स्ट्रक्चर है और जो उद्योग और व्यापार धंधों की बहुत सी ऐसी वस्तुएं हैं, उन पर जो आज अधिक बोझ लदा हुआ है, उस के बारे में मेरा निवेदन है कि अगर एक प्रकार की इनक्वायरी कमेटी नहीं तो कम से कम रेलवे बोर्ड ही जो इधर चार, पांच वर्षों से उसके पास इन व्यापारिक संस्थाओं की ओर से जो निवेदन अथवा रिप्रेजेन्टेशनस (representations) आये हैं, उन के सम्बन्ध में वह जांच करे और कम से कम उन संस्थाओं को इस बात का मौका दें कि वह यह साबित करें कि उन्होंने फ़ेट रेट के जो आंकड़े दिये हैं वे वास्तव में उचित हैं या नहीं।

दूसरी बात यह है कि रेलवे को ज्यादा आमदनी की जरूरत है, रेलवे के सामने बहुत सी ऐसी योजनायें हैं, जिन में एक

काफ़ी बड़ी रक़म खर्च करनी पड़ेगी, यह सब ठीक है और हम इस का कोई विरोध नहीं करते, लेकिन आखिर जिस उद्योग और व्यापार से रेलवे को इतनी बड़ी आमदनी होती है, उस की आवश्यकताओं के सम्बन्ध में भी कोई नीति होनी चाहिये और उन उद्योगों के प्रोत्साहन के लिये जो कम से कम किया जा सकता हो, करना सरकार का फ़र्ज़ है और उस के सम्बन्ध में हमारा एक निश्चित दृष्टिकोण अवश्य होना चाहिये । जब यह फ्रेट स्ट्रक्चर बदला गया था उस समय शार्ट डिस्टेंस (short distance) की दस मील की सीमा थी, उस को बढ़ा कर बीस मील की सीमा कर दी गई । ऐसे मेरे पास बहुत से उदाहरण हैं जिन में टोटल फ्रेट चार्ज जो लगाया जाता है, उस से इस का क़रीब ८० प्रतिशत बोझ इस शार्ट डिस्टेंस के फ्रेट से पड़ जाता है । कहने का मतलब यह है कि कच्ची वस्तुयें जैसे लाइम स्टोन और दूसरी बहुत सी ऐसी वस्तुएं हैं जिन के आधार पर बहुत से हमारे उद्योग धंधे चलते हैं और वह शार्ट डिस्टेन्सेज के ऊपर ले जाई जाती हैं । इसलिये ज़रूरत इस बात की है कि इस शार्ट डिस्टेन्सेज और टर्मिनल चार्जेज (Terminal Charges) के बारे में जांच की जाये ताकि जो उद्योग और धंधे उन के बोझ से दबे हुए हैं, उन के साथ न्याय किया जा सके ।

अभी उस दिन माननीय मंत्री महोदय ने कोयले के सम्बन्ध में बताया, मुझे याद नहीं है, जीरो प्वायंट कुछ कोयले के ऊपर जो तीस प्रति शत फ़्रेट बढ़ाया गया, उस से उद्योग धंधों पर इतना ही बोझा पड़ता है, लेकिन इस समय सवाल खर्चा घटाने का है और किस तरह से जो उद्योग धंधों में लगे हुए हैं वह अपने उत्पादन के कास्ट (cost) को घटायें तो ऐसे मौक़े पर उस बोझ को लादना जब कि बोझ को और कम करने की आवश्यकता है, कहां तक उपयुक्त और उचित है । कोयले के सम्बन्ध में बोलते हुए मैं ने पहले भी निवेदन किया था कि इतना अधिक बोझा लाद कर के भी अभी बहुत से उद्योगों को कोयले के लिये वैगन्स (wagons) नहीं मिलते हैं । मैं ने बम्बई की टेक्सटाइल मिलों का उदाहरण दिया था । टेक्सटाइल इंडस्ट्री (textile industry) का हमारे देश में क्या स्थान है, यह बताने की आवश्यकता नहीं है । फ़्यूल आयल (fuel oil) को यहां इमपोर्ट (import) करने में जो पांच, छै करोड़ रुपया हमारा बाहर चला जाता है, वह आंकड़े भी गवर्नमेंट के सामने हैं । हम ने बार बार रेलवे बोर्ड से निवेदन किया कि कोयला लाने के लिये हम को वैगन मिलने चाहियें, लेकिन अभी तक इस संबन्ध में कोई संतोषजनक उत्तर नहीं मिल पाया है और शायद जो उत्तर मिला है, वह यह है कि उन के पास वैगन नहीं हैं । इस समय जब इतना फ़्रेट बढ़ा दिया गया है, इस समय भी कोयले के लिये जब वैगन नहीं मिल पाते हैं, हालांकि जब कि आज रेलवे में इतना विस्तार और फैलाव हो चुका है । इतना सब कुछ विस्तार होने के बाद भी आज यह परिस्थिति है कि इस तरह की आवश्यक इंडस्ट्री को जिस को सौ पर सेंट रिक्वायरमेंटस (requirements) के लिये ग्रान्ट (grant) दी गई है और सीमेंट, टेक्सटाइल आदि को रेलवे बोर्ड की ओर से आश्वासन दिया गया था कि उन की आवश्यकताओं की शत प्रतिशत पूर्ति की जायगी, ऐसी इंडस्ट्री के लिये आज कोयले को ले जाने के लिये वैगन नहीं मिल रहे हैं और बम्बई की मिलें फ़्यूल आयल से चल रही हैं, बाक़ी बहुत सी ऐसी मिलों को कोयले के अभाव में बौटेलनेक (bottleneck) में

[श्री जी० डी० सोमानी]

जाना पड़ रहा है और बन्द हो जाने की नौबत आ गयी है। यह सारी परेशानी जो कायले की जरूरत के सम्बन्ध में विभिन्न उद्योगों को है, उस पर भी एक कमेटी द्वारा जांच होनी चाहिये कि किस तरह से इस कोयले की बढ़ती हुई मांग और देश के विभिन्न उद्योगों की बढ़ती हुई आवश्यकताओं को पूरा करने के लिये रेलवे को क्या कार्रवाई करना चाहिये और इस बात की कोई निश्चित व्यवस्था हो जानी चाहिये ताकि देश के विभिन्न उद्योगों को अपनी कोयले की आवश्यकता के लिये किसी तरह की कठिनाई न उठानी पड़े। इतनी बात में रेलवे फ़ेट्स् के सम्बन्ध में आप के सामने कहना चाहता था।

11 A.M.

एक दो बात राजस्थान के बारे में भी मे रेलवे मंत्री से निवेदन करना चाहूंगा। राजस्थान एक पिछड़ा हुवा प्रान्त है उस का क्षेत्रफल करीब एक लाख तीस हजार वर्ग मिल में है। जिस समय राजस्थान का आर्थिक एकीकरण हुआ था उस समय एक ऐग्रीमेंट (agreement) भारत सरकार और राजस्थान के राजप्रमुख के बीच हुआ था। उस की शर्त के अनुसार भारत सरकार ने आश्वासन दिया था कि राजस्थान की विभिन्न क्षेत्रों की आवश्यकताओं का अध्ययन कर के इस बात का प्रयत्न किया जायेगा कि जल्द से जल्द राजस्थान को परिस्थिति उन बढ़े हुए प्रान्तों के अनुरूप ला सकें जिस से उस का जो पिछड़ा हुआ स्वरूप है, उस में परिवर्तन हो सके। उस में इस बात का भी उल्लेख है कि भारत सरकार की ओर से विभिन्न क्षेत्रों में इस विषय की जांच की जायगी। मुझे मालूम नहीं कि हमारे रेलवे बोर्ड की ओर से राजस्थान की रेलवे की आवश्यकताओं के सम्बन्ध में जांच हुई है या नहीं, लेकिन इतना तो स्पष्ट है कि जब रेलवे का एकीकरण हुआ था, उस समय राजस्थान के अन्दर जो जो रेलवेज काम कर रही थीं और उन के सामने जो विकास योजनायें थीं, वह भी आज बिल्कुल खटाई में पड़ रही हैं और उन की तरफ़ कोई ध्यान नहीं दिया जा रहा है। रेलवे बजट में नई लाइनों के विस्तार के सम्बन्ध में जो प्राविज़न (provision) है, वह रेलवे की परिस्थिति को देखते हुए और हमारे देश की आवश्यकताओं को देखते हुए बहुत कम है और नाकाफ़ी है। जहां तक राजस्थान का सवाल है, वह एक सीमा प्रदेश है, और उस का क़रीब आठ सौ मील का बार्डर (border) पाकिस्तान से मिलता है और वहां पर सड़कों तथा यातायात का बहुत ही शोचनीय अभाव है। जब रेलवे का एकीकरण हुआ, जब राजस्थान की सारी रेलवेज बिना किसी कम्पेनसेशन (compensation) के भारत सरकार को सौंप दी गयीं, उस समय उस प्रान्त की पिछड़ी हुई अवस्था को देखते हुए और देश की डिफ़ेंस (defence) की दृष्टि से भी और सारे देश की सिक्योरिटी (security) के ख्याल से भी राजस्थान की रेलवे की आवश्यकताओं की पूर्ति करने का एक बहुत ज्यादा अर्जेन्ट (urgent) और आवश्यक प्रश्न सरकार के सामने होना चाहिये। सवाई माधोपुर से जयपुर या सांभर तक ब्राड गेज लाइन करने की आवश्यकता है। इस स्थान से हो कर बहुत सा सामान बाहर से आता है और वहां, जो लोग व्यापार व उद्योग में लगे हुए हैं उन का यह अनुभव है कि सवाई माधोपुर में आ कर सामान सारा पड़ा रहता है और कई कई दिनों तक सामान वहां से मूव (move) नहीं होता है, यह दिक़्क़त तभी दूर हो सकती

हैं जब सवाई माधोपुर से जयपुर और सांभर तक ब्राडगेज लाइन कर दी जाय ।

इस के सिवा राजस्थान में और भी बहुत सी ऐसी जगहें हैं जहां पर नई रेलवे लाइनें बनाने की आवश्यकता है, और जहां पर रेलवे लाइनों के अभाव में न केवल व्यापार और उद्योग का ही विस्तार नहीं हो सकता बल्कि और जो सुविधायें जनता को मिलनी चाहियें वह नहीं मिल रही हैं ।

मेरा निवेदन करने का मतलब यह है कि जब भारत सरकार ने इस एकीकरण के समय स्वयं आश्वासन दिया है, और जो उत्तरदायित्व उस ने लिया है उस उत्तरदायित्व को निभाने के लिये उस को इस सम्बन्ध में पूरी जांच करनी चाहिये और जो राजस्थान की रेलवे के विस्तार की आवश्यकतायें हैं उन की ओर ध्यान देना चाहिये ।

(*English translation of the above speech*)

Shri G. D. Somani (Nagaur-Pali): Sir, the hon. Minister of Railways replied to the Debate in Hindi on that day and I would like to follow him in that respect.

Babu Ramnarayan Singh: (Hazaribagh West): A good idea.

Shri G. D. Somani: First of all I would like to express my ideas on the freight rate policy of the Government. Last time when I spoke I did submit a few points on this subject and this time too I have to submit a few words on it. We have been told that the present freight structure has been evolved as a result of sufficient investigation and thinking and that there was no room for further consideration. I know this has been the reply given by the Railway Board also to the various commercial organisations from time to time and the hon. Minister has not said anything new but has only repeated those very words. I say there should be some policy, some basis on which freight structure should be based. If by proper investigation into the case of a few articles it is proved to the hon. Minister that the present policy with regard to the freight structure, *i.e.* charging of freight on the basis of value of the goods, is unjustified and unbearable, then I suppose it must be definitely revised. It is possible that the hon. Minister may not be prepared to go into the matter in consultation with some outside agency *e.g.* with representatives of trade and industry, but he can certainly make enquiries at least through his own department, the Railway Board, and can enquire about the nature of the representations made by the various commercial organisations during the last four or five years and about the fate that awaited those representations. I can give you an example in this connection. Take for instance the question of freight rate of limestone. Limestone is an article which even in countries like England is placed in the category on which lowest rates are charged. But here in our country it has been placed in the W.L.C. class which is much higher than the lowest rate class. Limestone is used in large quantities in the cement industry and the heavy chemical industries which nowadays are considered as basic industries. You would be surprised to know that f.o.r. price of limestone is only five and a half rupees a ton, but I know it costs me twelve and a half in the factory. In the same way, the freight on limestone used in cement is much higher than its actual price.

You can yourself imagine, Sir, how far this heavy burden on raw materials used in industries is commensurate with the Government policy of developing and encouraging our trade and industry. Several examples can be given here when the burden of high freights has been thrown on the various articles. But in view of the fact that time is short, it is neither necessary nor expedient to narrate them all here. My submission with regard to charging of heavy freights on various articles of trade and industry under the present freight rate structure is that if the Government are not prepared to appoint an Enquiry Committee to go into the matter, let them at least look into those memoranda and representations which have been submitted by the various commercial organisations to the Railway Board and the Ministry during the last four or five years. Let them give to those commercial organisations a chance to prove whether the figures of the freight rates as given by them, are justifiable or not.

It is true that the railways require more income and more money for financing a number of projects which they have under consideration at

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present. That is all right. We do not oppose that view, but the only question is that the Railways should have a definite policy towards trade and industry of the country from which they derive so much of their income. It is the duty of the Government to do whatever minimum they can do for the development of those industries. Our approach to this problem should be one of definiteness. Previously when some changes were effected in the freight structure, the limit of short distance was extended from ten to thirty miles. I have several such examples with me where about eighty per cent of the total freight charges have been incurred on account of the short distance freight charges. What I mean to say is that there are a number of raw materials such as limestone etc. which are helpful in our industries and which at the same time are brought from distances which, generally speaking, are greater than the prescribed short distances. Therefore, what is needed is that this question of short distance and terminal charges should be looked into, so that some justice may be done to those industries which are groaning under their burden.

The other day the hon. Minister announced thirty per cent increase in the freight charges of coal; this also lays additional burden on the industries. The question at present is how to bring down expenditure in the industries, and how the cost of production should be reduced. In what way? Then is it justified and useful to increase the burden of these industries at a time when lessening of this burden is badly needed? Previously also while speaking on coal, I submitted that wagons were not still available to the industries for carrying coal notwithstanding the extra burden that has been laid on them. I gave the example of the textile mills of Bombay. One need not describe the place of textile industry in our national economy. A sum of five to six crores of rupees goes out of the country in connection with the import of fuel oil. The Government have the relevant figures with them in this connection. We repeatedly requested the Railway Board that we were in need of wagons for carrying of coal, but no satisfactory reply has been received by us even up till now, and probably whatever reply has been given to us was that no wagons were available with them. Inspite of the fact that the freight charges have been so much increased and there has been so much development and extension of the railways, wagons for coal are not still available. Inspite of all this extension and development the position is that wagons for coal are not available even for important industries, such as cement and textiles, about which the Railway Board had given assurance that cent per cent of their transport requirements would be met. Some of the Bombay mills are now running with fuel oil, others as usual are the victims of transport bottleneck and are on the verge of closing down. I say a committee should go into the inconveniences to which various industries are subjected on account of this problem. It should also consider the various ways and means that the railways should adopt to cope with the growing demand for coal and the growing requirements of the various industries. Some definite arrangements should be made in this connection so that the various industries may not have to undergo difficulties in meeting their coal requirements. This is what I had to say with regard to the railway freight.

I would like to say a few words with regard to Rajasthan as well. Rajasthan is a backward state. It has an area of about one lakh and thirty thousand sq. miles. At the time of financial integration of that state with the rest of India an agreement was arrived at between the Government of India and the Rajpramukh of Rajasthan by which the Government of India gave a categorical assurance that after making a study of the requirements of the various parts of Rajasthan, an attempt would be made to remove backwardness of that area and thus bringing it in line with the other states of India as soon as possible. It is laid down in this agreement that the Government of India would make an enquiry into the various spheres of life in Rajasthan. I do not know whether the Railway Board has made any enquiry with regard to the rail transport requirements of Rajasthan, but one thing is clear that whatever railway development plans were under consideration of the Rajasthan Government at the time of its financial integration, they too have been shelved and no heed is being paid to them now. Scant provision has been made in the Budget for the construction of new railway lines and keeping in view the requirements and vastness of the country, this is definitely insufficient. So far as Rajasthan is concerned, it is a frontier region and has a border line of about eight hundred miles common with Pakistan. Construction of roads and other lines of communications is badly needed there. Keeping in view the fact that the integration of railways had already taken place, that all the railway lines of Rajasthan have

been handed over to the Government of India without any payment of compensation, also keeping in view the backwardness of the area and the strategic position of the state, it is but essential that the Government should take up the most urgent question of meeting the rail transport requirements of Rajasthan. Construction of a new Broad gauge railway line connecting Sawai Madhopur with Jaipur or with Sambhar is badly needed. Goods are generally imported into Rajasthan *via* this route and business men and traders experience great difficulties in moving their goods onwards. Consignments remain lying in Sawai Madhopur for days together. These difficulties would disappear only when a broad-gauge railway line is constructed between Sawai Madhopur and Jaipur or Sambhar. Besides that there are a number of other places as well in Rajasthan which need be connected by a railway line. Not only are trade and industry hampered on account of this drawback but the people, who are inhabiting those areas, are also not getting the facilities which they are ordinarily entitled to.

What I mean to say is that when the Government of India have of their own accord given an assurance to this effect to the people of Rajasthan at the time of its integration with the rest of India and have assumed a certain responsibility, it becomes their bounden duty to order a thorough inquiry into the matter and give their earnest attention to the need and necessity of railway expansion in that state.

Shri S. V. Ramaswamy (Salem): I take this opportunity to congratulate the Railway Minister on his very able Budget. At the very outset, I would draw the attention of this House to what is contained on page 19 of the White Paper. The remarkable accuracy with which the budgeting has been done is a matter for appreciation and congratulation. I shall read just a few lines.

> "The actual gross traffic receipts for the year 1950-51 amounted to 263·01 crores, against the revised estimate of 263·40 crores, or a shortfall of 39 lakhs only".

Para 2.

> "The actual ordinary working expenses came to 180·23 crores compared with the revised estimate of 183·31 crores, or a variation of 8 lakhs only".

It is remarkable how accurate they have been. While dealing with crores, there has been a margin of only a few lakhs. This stands in bold contrast to the General Budget where there is a variation of several crores; but that was due to exceptional circumstances. I congratulate the Railway Ministry on the way in which they have done this budgeting.

Turning to page 20 of the White Paper, what is contained in para 8 is also a matter for congratulation. it says:

> "The ratio of total working expenses (including Suspense and contribution to Depreciation Reserve Fund) to gross traffic receipts was 79·9 per cent in 1950-51 against 81·7 per cent. in the previous year. Similarly, the ratio of net revenue to capital-at-charge was 5·75 per cent. in 1950-51 against 5·12 per cent. in the previous year."

These are certainly matters for congratulation. I hope with the regrouping of Railways, a greater amount of economy in the administration will be effected so that the ratio of expenses to gross receipts will go down still further for the benefit of the general public, and the ratio of net revenue to capital-at-charge will also increase as it has done.

Very many people, let alone the common man, even educated people, I find, do not realise that the Railways are a national asset and that they belong to the people. In the course of the election campaign you may have seen how people carried on propaganda, "Look at Russia; there are so many properties which belong to the State; what is there in India?" They forget for a moment that nearly 900 crores worth of Railways is our property, is the common man's property, is the property of every citizen. That is not the only thing. We have got the properties belonging to the Posts and Telegraphs, belonging to the Public Works Department, hydro-electric schemes and irrigation schemes. The amount of money that we are going to spend under the Five Year Plan comes to Rs. 2000 crores. All these belong to the general public. The extent to which this country is a socialist country is amazing. On a calculation of all the properties which are the properties of the State, both Central and provincial, we should roughly come to about Rs. 10,000 crores, which belong to every citizen of this country. The interest therefrom goes back to the several budgets of the Centre and the States in order to relieve pressure of taxation upon the poor people. If only we remember these things, we should be a bit tolerant and hesitant in offering the criticism that we are not a socialist country and that we are still

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capitalistic. It is not so. Let me remind hon. Members of the Opposition, who may, in a flush of enthusiasm, say that we are still a capitalistic country, that including the Railways, we have over Rs. 10,000 crores of property belonging to the people.

In this connection, I would also respectfully beg to submit that, unfortunately, our people are still labouring under the view that the Railways belong to private agencies and companies. That is why it is seen that a sense of civic responsibility is lacking. It is very unfortunate to see the fittings in the railway compartments, switches and many other things, being stolen away by the people. That is so because people still do not realise that these are their own property, not the property of any railway company. I would respectfully suggest to the hon. Minister of Railways, to educate the people that the Railways belong to the people. I would request him to put up in every railway compartment, placards that the Railways belong to the people and everyone must protest the property of the people. If such a notice is put up in every compartment, from the smallest to the biggest of persons will realise that it is their own property and when stealing, they will know that they are stealing their own property. We shall develop a sense of civic responsibility which is so essential, but unfortunately, so lacking in the common man.

Proceeding further, I would also suggest one other thing. I am reminded of the acute tension and uncertainty in which the country was placed in 1947 when the South Indian Railway Labour Union threatened a strike. The amount of dislocation at that time was something terrific which was exerting great mental strain upon everybody. I recalled to my mind what took place in England when I was there during the general strike in 1926. I could see every student coming out of the colleges offering himself to drive an engine; I could see professors coming out of colleges offering themselves to drive motor vehicles. It was a remarkable thing; the way in which the general strike was crushed, because the civilians came forward to do things which they were not used to. Even so, I would suggest to the hon. Minister that, even from now, to prepare the country for any contingency, to train up civilians even to drive locomotives, do the guard's work and other things also. As a matter of fact, in 1947 I wrote to the General Manager, S. I. Railway, saying that I would drive a locomotive in case there is a strike; even though I know only motor-driving, I offered to drive a locomotive, provided I am taught even for a few hours as to how to manage it. My humble submission is that with that spirit of civic responsibility, people should come forward to help this Government in a state of emergency and crisis and the country should be prepared for any contingency. No organisation or association shall ever dare threaten to paralyse the economic life of this country hereafter.

Next, I come to the reserves. I find from the accounts that we have got about Rs. 160 crores of reserves. I do not know why we should keep this money un-used. We are not like rich men, *banias*, who have got value for money only in being stored. On the other hand, Government ought to take a different view that the value of money lies only in its use, the use to which it is put. It is only the utilitarian value that any Government ought to take into consideration. I would recall to the mind of the hon. Minister what the hon. Finance Minister said yesterday in reply to criticisms voiced by Dr. S. P. Mookerjee. He said: Reserve is very low. There is only Rs. 40 crores. Where have all the moneys gone? In reply the Finance Minister said: We need not have large reserves. We can even budget for deficit provided we get things going for the improvement of the country.

If that is the spirit, I would request the hon. Finance Minister to utilise the funds for immediately re-laying the old lines, and also opening new lines. For instance, in my district, two lines have been dismantled; The Morapur-Hosur line and Tiruppatur-Krishnagiri line—and Hosur, you know Sir, is only 25 miles from Bangalore, a very important traffic centre. If only these lines could be relaid and extended up to Bangalore, much of the traffic congestion at Jalarpet junction would be relieved, and there would be a shortage in the traffic distance also. Even so, the line from Tiruppatur to Krishnagiri which was dismantled during the war should be re-laid and extended to join the same line, in order to cater to a vast tract which is now very backward

I would also suggest that certain new lines also be laid. For instance, in my district, there is very heavy traffic between Salem and Trichy, and if a new line could be laid via Namakkal, I guarantee the hon. Minister of

Finance that the amount of money invested will be amply repaid, and also he will be catering to the needs of a vast intensive area.

I would also suggest a new line being laid from Virudhunagar to Manamadurai, passing through Aruppukottai. I suggest this because Aruppukottai is a very important trading centre, business centre, which is completely land-locked and cut off from the rest of the world almost, and if only a new line is laid, Aruppukottai will improve to a very great extent, and also the other regions in and around that place.

I would also suggest in this connection an improvement of the Central Station in Madras. The broad gauge Central Station is in one place, the metre gauge Egmore Station is just about a mile and a half away from there. There is no connection between the two. Passengers are put to a very great difficulty. Even now the two lines meet at a particular station, that is, the Beach Station. I wish a joint terminus could be built where these two lines would converge—I am suggesting this seriously because there is an acute shortage of platforms in Madras Central Station and the Egmore Railway Station so that trains are held up at the outer signal for nearly half an hour or one hour for the platform to be cleared in order to receive the incoming trains. That is the traffic condition there. If only from the utilisation of these reserves, a new station could be built combining and joining the two gauges, it will be to the good of the people of the South.

I see from page 6 that the hon. Finance Minister has set apart only Rs. 90 lakhs for the re-laying of new lines when he has got a reserve of Rs. 160 crores. I would request the hon. Minister to consider increasing that amount.

At page 30 I find that the passenger traffic receipt is nearly 90 per cent. from the third class whereas from the upper classes it is only ten per cent. I read at page 30: Upper classes—13·89 crores, third class—99·33 crores. If this is the situation, what is it that we have done for the improvement of the conditions of the people who contribute so much? I believe there must be some equitable distribution and utilisation of the funds that we receive. It stands to reason that if you receive 90 per cent of the receipts from third class passengers, at least 50 per cent of the revenues, should go to their benefit, if not 90 per cent. I suggest the hon Minister immediately take that into consideration and see that a certain amount of fair and equitable re-distribution is given.

With regard to the fuel position in the South, there seems to be difficulty because there is a long haulage from Singareni Collieries. Fortunately, we have got lignite deposits in South Arcot, and I am told that lignite can be utilised for the railway engines also. There seems to be a lot of delay in coal mining operations of the South Arcot mines. If only the Central Government take it over because it is a national concern, it is a matter of national importance—and proper finances are advanced, I am sure, the lignite that is quarried in the mine at South Arcot will go a long way to relieve the traffic conditions from Singareni to Madras Station and other places.

In constructing Railway bridges, I would respectfully submit that they should also be made available for road traffic. I found this difficulty in my tour of the West Coast in 1950. Fortunately, there are some places where they are utilised both for Railway and road traffic. I found the advantage at Chalakudi. Two years ago I went along that road. In order to go to Mangalore, I had to travel a distance of 220 miles, even though the actual distance was only 50 miles, because there was no road bridge. Even though there are a number of railway bridges, they could not be used for motor traffic. If all these railway bridges, wherever possible, are also made available for motor traffic, it will be very helpful, and it will cut short the distance to a great extent. I find the combined using of bridges for railway and road traffic is not very difficult. They merely lay some sleepers in between the two rails, and motor traffic also can go. I have used these bridges also. But while going from Cannanore to Mangalore, I could not do so. I had to pick my way to Mercara and from there to Mangalore. It was a needless operation. Much time could be saved if my hon. friend the Minister of Railways took that into consideration, not only in the case of existing bridges, but also in constructing new bridges. If they can see that the road and railway bridges are combined, there will be large economies and the general public will be greatly benefited.

Shri Pocker Saheb: In the first place, in the discussion of this Railway Budget, I am sorry to find that a great deal of energy, time, and heat has been thrown into the discussion, not only at the time of the general discussion, but even now, on a question which certainly is less important than many other questions which ought to attract

[Shri Pocker Saheb]

the attention of this House. I find most of the speakers are more concerned with the question of regrouping than the untold miseries that are being undergone by passengers. The railway is intended and it has been constructed not for locating the headquarters at Calcutta or Gorakhpur or some other place. The railway was intended for the purpose of affording means of communication to passengers and for conveying goods from place to place. That is the primary and fundamental object of the railway. Regrouping or the location of headquarters here or there is only a means to an end, and it is not right to sacrifice the very fundamental objects and throw them to the background and concentrate more on these smaller matters. I do not say that the question of regrouping is not important, it has got its own importance, and due place. I have not much to say on that question. But I would only request the hon. the Minister of Railways to take into consideration the views expressed by the Opposition, and reconsider the question in the light of that volume of opinion. At the time of the presentation of the interim Budget, also, several views were expressed by the Members of the then Provisional Parliament; and as is usually the case with this Government and perhaps State Governments also, they were not given due weight in carrying on their administration. This has been an important characteristic of the Government, Central or State. While the views expressed in this House were given the go-by, the views said to have been expressed by some committee are given greater prominence. That I think was not correct. I do not hold a brief for any of the views either for Calcutta or for Gorakhpur, but I would only request the hon. the Minister to give due weight to the volume of opinions expressed in this House, particularly by the members of the Opposition group.

One important thing which I would like to refer to is the miserable condition to which third class passengers are subjected to. As the previous speaker pointed out, 90 per cent of the earnings of the railways, is from third class passengers. What has been done to ameliorate their condition? Anyone who has any human feeling, or who has travelled in the railway or even gone to the railway stations cannot but shed tears, when one looks at the lot of the third class passengers. They have to stand in the third class compartments all through the night without any sleep, with the result that when they come to their destination, they find their feet swollen and sore with aching. It is also a very common experience of third class passengers that they have to cancel even some of their journeys for want of even sufficient standing space in the compartment. You will realize that the railways are primarily intended for conveying passengers from place to place, and when a passenger pays the fare, there is a legal contract between the company and the passenger, to take him from one place to another, and to afford him the proper and ordinary facilities during the travel. It is a breach of contract on the part of railways to make these third class passengers stand in these compartments throughout the night without any sleep, so that they get ill by the time they reach their destination.

As regards the comforts in the railway carriages, the position is very deplorable. There are many carriages, in which you find that the bathrooms are cramped, many of them without any water facilities, and in many cases the taps also will be missing. In such cases, the only remedy is that the railways should arrange for the supervision of these carriages before they are attached to any particular train which starts from a terminus. I am afraid, at present, there is no arrangement for such supervision. This is not merely the experience of third class passengers, but also of the first class and second class passengers. There have been many occasions when I myself had to remain without water throughout the night, during my travels. This kind of supervision before the starting of a train is absolutely necessary.

With regard to the frequent changes in the time-table of the running of trains, recently I was told that in the West Coast, the time-table has been changed very suddenly and the people were not given sufficient notice of these changes, and even the printed timetables have not been available long after the time-table was changed. Even as recently as the 15th of last month, the time-table was changed, without sufficient notice to the public. Therefore, I would submit that special attention has to be paid to the conditions of these third class passengers who are put to a lot of inconvenience.

I would also request the attention of the hon. Railway Minister to the necessity of overbridges in many places. Particularly, I will point out the necessity of overbridges just near the eastern side of the High Court in Madras, on the route along which several people have to pass, to reach the Fort and so many other places. Oftentimes, the

people are detained for 10 to 15 minutes before they are allowed to cross the line. There are many other places in Madras also, where an overbridge is a necessity.

With regard to the rural areas also, there are a number of level crossings, where the gates are kept closed almost all the time. There is no arrangement to open the gates when a car has to pass through or any other conveyance has to cross the railway line. In that way, a great deal of difficulty is being experienced by the car-travellers and others.

The practice that is now being followed and recommended is that an hon. Member who speaks may do so in any one language, and then give a summary of it in English. That is a point which requires reconsideration in view of the fact that if one and the same Member speaks in two languages, first in Hindi and then in English, it is public time that is being wasted, and it is the taxpayer's money that is being wasted.

Mr. Deputy-Speaker: The trains move on irrespective of the language. Is all this germane to the Railway Budget?

Shri Pocker Saheb: It is important in connection with the Railway Budget, Sir.....

Mr. Deputy-Speaker: Order, order. The hon. Member may raise the point during the General Budget discussion.

Shri Pocker Saheb: The advice has been given that a Member may speak in Hindi and then give the resume in English. So also, the hon. Minister of Railways may give his reply in English first and then give a resume in Hindi. I would very much request the hon. Railway Minister to reconsider this matter. In this connection, I will point out that the view that Hindi is the official language and that English is only secondary is not correct. For fifteen years, English continues to be the official language.

Mr. Deputy-Speaker: Let us not digress into other things, while we are dealing with the Railway Budget. Hindi is the official language, and it is open to any hon. Member to speak only in Hindi and then sit down. The hon. Railway Minister says that he will give a resume in English. He will certainly consider the suggestion that he should speak in English first and then in Hindi. However, it is open to him to do as he likes.

I believe the hon. Member has nothing more to say.

Shri Pocker Saheb: No, Sir.

Shri S. G. Parikh (Mehsana East): I rise to oppose the cut motions before the House and congratulate the Railway Minister for his Budget. I also congratulate the Railway Ministry for their achievements in the last five years. The progress they have achieved is phenomenal compared to the difficulties they had during the war-time and the shortage of materials.

I particularly want to point out the difficulties in the Western Railway and especially the metre gauge area from where I come. The metre gauge railways throughout the period have been neglected. Moreover, during wartime most of the railway engines, wagons, bogies etc. were taken away from the metre gauge railways for the war effort. But they are not yet replenished. It requires the highest priority. Still it is lacking. I would particularly like to mention the overcrowding in the metre gauge line. Between Ahmedabad and Mehsana it is a very overcrowded line. Moreover, there are no roads so that supplementary traffic can be carried by lorries etc. That is why all the pressure is on the trains—both passenger and goods. I would like to mention two trains, the Patan local and Taranga local. Year in and year out they are overcrowded and always passengers have to travel on footboards. In busy seasons, that is, for marriage ceremonies etc., invariably they travel on roofs. I have got some photographs which I will pass on to the Railway Minister. That is the position of the railways in the metre gauge section.

For remedying this state of affairs, I would suggest that they may use high-power engines and put some extra bogies. If they have not got high-power engines, then double engines may be used so that more bogies can be pulled. In the Taranga local, upper class arrangement is practically nil. One compartment is there and about 17 to 18 passengers travel by that upper class compartment. If one more compartment is there, there will be some comfort in travel.

Regarding the branch lines, the experience is miserable. In the branch line running between Patan and Mehsana, invariably out of 30 days on one or two days the engines fail and when we complain the answer is that the engines are old, no fresh stocks are available and therefore no replacement is possible. Sometimes it takes four to five hours to complete the

[Shri S. G. Parikh]

journey; so the Railway Minister can imagine what the condition of the travelling public is. Mehsana being a junction, most of the passengers are from long distances and they are stranded at that place in the middle. Their condition can be imagined.

Another suggestion I would like to make to relieve this pressure is that double track may be put between Ahmedabad and Mehsana. Already the Railway Advisory Committee of the Western Railway has strongly recommended to the Government that double track should be immediately installed so that the pressure may be relieved. I may give you some figures. About 40 trains today are moving between Ahmedabad and Mehsana every 24 hours, that is, every half hour a train is passing. If there is a breakdown or some repairs on the line, most of the trains get late. In such circumstances, double line is a necessity. As it is a metre gauge line and no rivers are there, the cost to the railways will be less than that for the broad gauge or any other section. There is one river, Sabarmati, where there is already a double track. So I request the Government to take up this work immediately as the Advisory Committee has already recommended it. Moreover, it is for the benefit of the railways themselves. A goods train leaving Ahmedabad or Sabarmati takes about four to five hours to reach Mehsana. It is always late as priority is given to passenger trains on the line. In the normal course, it would hardly take two hours or so. So power is wasted, manpower is wasted and the railway wagon space is also wasted. Taking these considerations into account, I strongly urge the Government to take up double track work on hand as early as possible on this line.

Another thing is that there is bottleneck at Sabarmati. If there is a double track, then the frequency of service can be increased so that goods will pass from Sabarmati onwards very quickly. Another factor is also important here. Now the Kandla harbour is coming so that there will be greater traffic on that section. That also strengthens the argument that double track should be immediately installed so that there will be no bottleneck in so far as Kandla is concerned.

Moreover there are difficulties experienced on metre-gauge regarding booking. We have been experiencing enormous difficulties for booking from Bombay for up-country traffic. So the additional argument for double track is also this that traffic from Bombay can easily move on metre gauge section.

Moreover due to heavy crowding in the trains many passengers are travelling without tickets. That I have personally observed because it is very difficult for the ticket examiner to go inside and have a check due to congestion and overcrowding. So it is for the benefit of the railways to increase the number of trains and relieve congestion. But immediately they can do one thing. If they cannot increase the number of trains, they should at least increase the number of bogies.

Another thing is regarding freight rates. My friend on the Opposition benches Mr. Somani has said that this requires some examination on the point. He has also suggested that the Railway Ministry might appoint a committee to examine the rates and if possible they may take into confidence the Members of this House or some commercial bodies so that in the light of the present depression the rates may be lowered. Particularly about this rise in the rate of coal by about 30 per cent. which is really very abnormal, the argument given is that the railways have to spend eight pies—8.45 pies for the haulage of one ton of coal per mile and that is why they have thought it fit to increase the rates. For that again my argument is that the railways are charging in some commodities about 15 to 18 pies. So, that amply compensates the coal freights. Whereas in the case of coal freights the industry is not the only sufferer but ultimately the consumer is a great sufferer. The cost of living of everybody increases. It is a sort of an indirect taxation and in the light of the present financial position of the railways it was not imperative that they were obliged to increase the freight rates of coal. Therefore, I will again ask the Railway Minister to look into this matter and see if anything possible can be done.

Another thing is that there was in the Press some time back that the three-monthly seasonal tickets were going to be abolished. If it is a fact, there will be a great hardship to the people. The Railway Ministry, I am sure, will pay their attention to this matter also and do something so that the average man can take advantage of these things.

I would like to urge that the railway station at Ahmedabad was built some 40 years back when the population was only two lakhs. Now the population is over eight lakhs. I think the Railway Ministry have got in their minds since last many years the question of improving this station. I will now say that it requires the highest priority for remodelling and rebuilding. Those who ever come to Ahmedabad station—especially in the morning and evening —they will find terrible congestion there. Probably the President of the G.P.C.C., who is here, will bear me out. So please give the Ahmedabad station highest priority. As I hear, the New Delhi station here is given a priority and against that if you weigh the Ahmedabad station, you will find it requires better priority. This may be a capital but Ahmedabad is one of the industrial capitals of India. So particularly I urge the Railway Ministry to look into this matter and whatever be the cost spending money over there will be amply returned.

Lastly, I will again stress that about Patan and Taranga locals, please do the needful as that is causing great concern to the people of that area.

श्री पुरुषोत्तम दास टंडन : सभापति महोदय, मैं इस रेलवे विभाग के विषय में बड़ा व्याख्यान देने नहीं खड़ा हुआ हूं। दो तीन बातें मुझ को सूझी हैं उन को इसलिये निवेदन करना चाहता हूं कि इस विभाग के मंत्री महोदय सोचें कि क्या वह उन की ओर कुछ काम कर सकते हैं।

मेरा अनुभव यह है और मेरा विश्वास है कि वर्तमान मंत्री महोदय का भी अनुभव होगा कि रेल विभाग में, जो हमारे देश की सब से बड़ी व्यापारी संस्था है, सब से अधिक भ्रष्टाचार है। साधारण रीति से बड़े बड़े स्टेशनों पर तो नहीं किन्तु छोटे स्टेशनों पर टिकट बाबू टिकट के मूल्य से अधिक पैसा वसुल करते है और क्या बड़े क्या छोटे स्टेशनों पर, क्या कलकत्ता और क्या इलाहाबाद और क्या दिल्ली मे पार्सल और लगेज (luggage) और माल का प्रबन्ध जिन के हाथ में है वे तो हजारों रुपये बनाया करते हैं। मैं कहता हूं कि यह हम लोगों का साधारण अनुभव है। मैं तो व्यापारी नहीं, लेकिन व्यापारियों से हर एक आदमी को इस का पता लग सकता है। मुझे तो ऐसा मालूम होता है कि एक मानी हुई गन्दगी, एक छिपी हुई गन्दगी इस गवर्नमेन्ट के हर विभाग में सब जगह मौजूद है। मैं चाहता हूं कि सब से बड़ी व्यापारी संस्था के रूप में रेल विभाग यह यत्न करे कि हमारे देश के चतुर्मुखी व्यापार में कुछ अधिक नैतिकता दिखाई पड़े। आज हमारे देश का दुर्भाग्य है कि हमारे व्यापार तथा उद्योग में, क्या मिल मालिकों में, क्या कलकत्ता और बम्बई के बड़े बड़े व्यापारियों में ऊंचे दर्जे की नैतिकता, शुद्धता बहुत कम दिखाई देती है। व्यापार का कुछ ऐसा रूप हो गया है कि जब किसी व्यापारी से बात करो तो वह कहता है कि अगर हमें व्यापार करना है तो बिना घूस दिये हुए हमारा काम चल ही नहीं सकता, या तो हम व्यापार छोड़ दें या हम घूस दें, बिना इस के काम नहीं चल सकता। मुझे एक सार्वजनिक सेवक होने के नाते व्यापारियों से बराबर सम्पर्क रहता है और इस प्रकार का उत्तर मुझ को मिलता है। मैं सुझाव देता हूं मंत्री जी को कि उन के सामने बड़ा भारी अवसर है। यदि यह जो सब से बड़ी व्यापारी संस्था हमारे देश को है उस में नैतिकता आये, उस में से घूस खाना हट जाय तब हम दूसरे व्यापारियों से यह आशा कर सकते हैं कि उन के व्यापार का नैतिक स्तर ऊंचा हो। मैं जानता हूं कि यह काम बहुत आसान नहीं है। सब विभागों में जहां जहां घूसखोरी चलती है उसे हटाना आसान नहीं है, किन्तु फिर भी मेरी यह धारणा है कि यह असम्भव नहीं है। केवल

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इस में लगने की आवश्यकता है । शक्ति के साथ, मुरौवत छोड़ कर हमें इस विभाग के प्रबन्ध को ऊंचा करना होगा । इस प्रतिज्ञा से, इस धारणा से यदि मंत्री महोदय लगें तो वह हमारे देश की कृतज्ञता के पात्र होंगे ।

एक दूसरा सुझाव है । हमारी राष्ट्रीय कांग्रेस ने अपने सामने यह ध्येय रखा है, और सभापति जी आप जानते हैं कि मैं उस का एक छोटा सेवक हूं,—हम लोगों ने अपने सामने एक ध्येय यह रखा है कि समाज वर्गहीन हो । अंगरेजी भाषा में, हमारे मंतव्य में, क्लासलेस (classless) शब्द रखा गया है । हम क्लासलेस सोसायटी (classless society) बनाना चाहते हैं । मेरा विश्वास है कि इस में विरोधी दल और कांग्रेस दल में कोई मतभेद नहीं होगा । यह रेल विभाग हमारे देश का इतना बड़ा विभाग है कि इस के कामों का हमारे समाज के निर्माण पर बराबर असर पड़ता है । यदि हमारी गवर्नमेन्ट इस ओर झुकना आरम्भ करे कि हम समाज को वर्गहीन बनायें तो इस के लिये बहुत अच्छा अवसर है कि वह कम से कम रेल गाड़ियों को तो वर्गहीन कर दे, अर्थात् उन में जो क्लास एक, क्लास दो क्लास इण्टर्मीडिएट और क्लास तीन यह चार दर्जे हैं उन्हें हटा कर रेलगाड़ियों को क्लासलेल (classless) बना दे । वर्गहीन समाज का जो हमारे सामने ध्येय है उस को पूरा करने की ओर अगर हम सचमुच झुकना चाहते हैं तो यह एक व्यवहारिक सुझाव है । हां, यह एक दिन में नहीं हो सकता । कोई भी बड़ा काम एक दिन में नहीं होता, कुछ समय लेता है । सम्भव है कि बहुत से भाइयों को सुनने में यह लगे कि अजीब बात कह दी, यह व्यवहारिक नहीं है; जो लोग ऐसा सोचते हैं उन को एक क्लासलेस सोसायटी (classless society) का स्वप्न भी नहीं हो सकता । जो एक क्लासलेस सोसायटी की बात करे, वर्गहीन समाज की बात करे, उस को इस का स्वागत करना होगा कि हमारी गवर्नमेन्ट यह काम आरम्भ करे । कम से कम रेल गाड़ियों में एक दर्जा हो, केवल एक दर्जा । और जो दर्जे हैं वह हट जायें । हमारे एक भाई ने जो तीसरे दर्जे के बारे में शिकायत की थी वह बहुत कुछ तब हट जायेगी । जब हम सब तीसरे दर्जे में चलेंगे तो स्वभावतः उस के प्रबन्ध में बहुत अन्तर हो जायगा । यह मेरा मुख्य सुझाव है ।

दूसरे विषयों में मुझे इस समय अधिक कहना नहीं है । मैं बिल्कुल व्यवहारिक रूप से मंत्री महोदय के सामने रख रहा हूं कि इन दोनों सुझावों पर वह गहरी दृष्टि से विचार करें और उन पर अमल करें ।

हां चलते हुए मुझे उस विषय पर भी दो चार शब्द कहना है जिस की चर्चा कई बार यहां पर हुई है । वह पुनःसगंठन के सम्बन्ध में है । मुझ को ऐसा भास रहा है कि इस में कुछ प्रदेशीय भावनाओं ने बल पकड़ा है । मेरा निवेदन है कि जहां तक सम्भव हो हम ऐसे प्रश्नों को केवल प्रदेशीय भावनाओं से न देखें । मुझ को सब बातों पर विचार कर के यह लगा कि जो नया प्रबन्ध हुआ है, जिस में एक केन्द्र कलकत्ता में रहेगा, एक बिहार और उत्तर प्रदेश के कार्यकर्ताओं का ध्यान रख कर गोरखपुर में रखा गया और एक दिल्ली में रखा गया—मुझ को ऐसा लगता है कि यह प्रबन्ध इस प्रकार का

नहीं है कि उस के विरुद्ध हम बहुत कड़वी बातें कहें। सुझाव दिये जायें। लेकिन कोई ऐसी बात इस में नहीं है जिस में हम एक दूसरे के ऊपर ईर्षा और द्वेष का आक्षेप करें। मैं और अधिक नहीं कहना चाहता।

इन तीन बातों पर मेरे मन में जो कुछ आया, उपाध्यक्ष महोदय, मैं ने आप से निवेदन किया।

श्री नन्द लाल शर्मा: मैं टंडन जी से पूछना चाहता हूं कि वह इस सदन की जानकारी के लिये बतलायें कि रेलवे में जो क्लासलैस सिस्टम बना रहे हैं उस का आर्थिक सन्तुलन कैसे होगा। ग़रीबों के लिये और धनवानों के लिये किस तरह से इस में प्रबन्ध होगा। इस पर वह प्रकाश डालें।

उपाध्यक्ष महोदय: यह जवाब मिनिस्टर साहब देंगे।

श्री पुरुषोत्तम दास टंडन: मुझे सवाल का जवाब देने का यहां अधिकार नहीं है। उपाध्यक्ष जी की अनुमति से मैं इतना मेम्बर साहब से निवेदन कर सकता हूं कि वह अगर चाहें तो मुझ से इस विषय में घर पर बात कर सकते हैं।

(English translation of the above speech)

Shri Purushottamdas Tandon (Allahabad Distt.—West): I do not propose to speak at any length about the Railway Department. I have to make only a few suggestions for the consideration of the hon. Minister of Railways. I request him to examine them to see whether they are practicable to some extent.

It is my experience and I think it might also be the experience of the hon. Minister that corruption is rampant in this biggest commercial concern of our country. Generally speaking—though it cannot be said of bigger railway stations but at all smaller stations even the booking clerks charge in excess of the actual fares. Speaking about those charged with duties of handling parcels and luggage, they are known to make thousands irrespective of the fact whether they are posted at big or small stations say Calcutta, Allahabad or Delhi or at any other station. I say it from common experience of all of us. I am no businessman, but anyone can ascertain these facts from any businessman at any time. It appears to me that corruption in a secret and hidden form and working on an established basis, is rampant in all departments of this Government. I want that the Railway Department, being the biggest commercial concern of our country, should make efforts whereby the morale of our trade in all its spheres may be raised. It is our misfortune that in the spheres of our commerce and industry, a morale of a high order is absent. Our millowners and most of the outstanding businessmen of Calcutta and Bombay betray a lack of integrity of character in business. The business conditions have taken a turn wherein a businessman regards it as impracticability to run his trade without resort to bribery. They consider bribery to be inseparable from their profession. As a public servant, I come in touch with the businessmen quite frequently. Everytime I get this very reply. I venture to suggest that a grand opportunity has come to the hon. Minister. Should we succeed in eliminating all corruption from this biggest commercial concern of our country and in raising its morale, we may expect a reasonably high level of morale from our businessmen. I am aware that the task is by no means an easy one. It is not easy to eliminate bribery from all our Departments. Still I have a feeling that it is not impossible to accomplish it. We have only to set ourselves against it and in doing so we have to command full energy and will have to disregard all favours in order to bring this Department on a sound basis of work. Should he set himself to this great task with a resolute mind and determination, the hon. Minister may well deserve the gratitude of his countrymen.

There is one more suggestion. The creation of a classless society has been an ideal before the Congress of which Sir, you know I am an humble servant. This cherished goal of all of us working in the Congress, has been described by the word 'classless' in the English language. We want to achieve it. I think there is no difference of opinion on this point between the Congress and the Opposition parties. Railways are the biggest Department of our

[Shri Purushottamdas Tandon]

country and all that happens in it, has a regular influence on our entire nation-building activities. Should our Government be inclined for creating a classless society, a very good start in that direction can now be made by abolishing all classes on the railways. I thereby mean that instead of having class I, II, Inter and III, they should have only one class and thus make railway-travel absolutely classless. In case we are earnest about the ideal of a classless society, then it is a practicable suggestion to that end. It is, nevertheless, true that it cannot be achieved in a day. Anything of such importance cannot be accomplished immediately; it must take time. Some of us may think it rather queer and may not believe it. Persons thinking on such lines can never have even an idea of a classless society. Advocates of classless society will have to welcome any initiative in the direction on the part of the Government. Let us have one class at least in the railway trains. It will remove to a great extent the complaint voiced by an hon. friend in regard to travel conditions in the 3rd class. It is natural that with all people travelling in 3rd class a good deal of improvement will be brought about. This is my main suggestion.

I have not much to say on other points. I put before the hon. Minister these two practical suggestions. He should give serious thought to them and thereafter implement them.

In passing, I have to make a few remarks about what has often come up for discussion here. I thereby refer to the scheme of regrouping. To me it so appears that feelings of provincialism have been played upon a good deal in the things said here. I request that to the extent it is possible, we should not view such questions from a provincial angle. After a careful consideration of all aspects, I feel that the new arrangements made under the scheme of regrouping, by which headquarters have been located at Calcutta, Bihar and now, out of regard for Uttar Pradesh employees, at Gorakhpur and Delhi—are not such as to provoke a bitter criticism of the type we have heard. We should offer suggestions. But certainly there is nothing herein which may warrant the accusations of jealousy or enmity being levelled against each other. I do not want to say more on the point. Sir, I have expressed my feelings on the three points I had in mind.

Shri Nand Lal Sharma (Sikar): For the information of the House, I want to know from Shri Tandon as to how financial adjustments will be made in the light of his suggestion regarding classless travel on the railways? How can the poor and the rich be accommodated in case this suggestion is put into practice? I want him to throw some light on it.

Mr. Deputy-Speaker: This point will be replied to by the hon. Minister.

Shri Purushottamdas Tandon: I am not authorised to reply to that question here in the House. With your permission Sir, I can only invite the hon. Member to discuss it with me at my residence, should he so desire.

12 NOON

Shri Veeraswamy: In this great Parliament House we are sitting as hon. Members and representatives of our people. We are sitting here not for drawing a high rate of allowance, but for espousing the cause of the dumb millions in villages, the low-paid Government servants, the workers and the labourers in the factories and mines. We are here to speak for the low-paid Government servants who are considered to be the backward classes among the Government staff. We are here not for enjoying life, but for serving the people as humble servants. Whatever Parliament does must be in the interests of the millions and millions of our people in different parts of the country. It should not be in the interests of a few people who are high placed in life. The Congress party has been fortunate enough to receive the transfer of power from the Britishers. The Congress party has been in power for the past five years and more. The hon. Pandit Nehru has been at the head of affairs of this country for the past six years. But the Congress party has utterly forgotten the Karachi Resolution which goes to state that nobody in Free India Government will get more than Rs. 500 as monthly salary and nobody will get less than Rs. 100. But the Congress Government which has been in power has completely forgotten this Resolution. It has never taken any steps to implement this Resolution which the Congress party passed at Karachi during the time of the freedom struggle and before the attainment of independence.

I now come to the point. I want to discuss the scales of pay of the different staffs in the Railway Department. My hon. friend Shri Nambiar the other day pointed out the scales of pay of the high officers. I may also, for the information of hon. Members

on the other side and also of others, read out the scales of pay that the high officers have been drawing. Under the Railway Board—pay of officers: Chief Commissioner, Rs. 5,000.

An Hon. Member: It is abolished.

Shri Veeraswamy: Financial Commissioner, Rs. 4,000. Members, Rs. 4,000 each per month. Directors, Rs. 2,500 to Rs. 3,000. Secretaries, Rs. 2,500 to Rs. 2,800. Deputy Directors, Rs. 600 to Rs. 1,150 and special pay of Rs. 200.

Mr. Deputy-Speaker: Are not all those figures in the Budget papers? The hon. Member may proceed with his comments. I have no objection if he will spend away all the time reading the figures.

Shri Veeraswamy: I am simply stating these amounts for the information of the House. And in the Railway Department the labourer is getting just Rs. 30 a month, the peon is getting just Rs. 30 a month, and the clerks start their official career in the Department with a monthly salary of Rs. 55. After 21 years of service the poor clerk reaches Rs. 130. Just imagine it—it is like the difference between the top of the Himalayas and its bottom. What a vast gulf of difference between Rs. 5,000 and Rs. 30 a month! Let us all just imagine that difference.

An Hon. Member: The hon. Member says Rs. 30 a month. Is he correct?

Shri Veeraswamy: Correct.

Mr. Deputy-Speaker: The hon. Member does not give way.

Shri Veeraswamy: The Central Pay Commission has recommended that the low paid staff should be given dearness allowance at the rate of Rs. five for every 20 points of increase in the cost of living index number. But at present that is not done. In Madras the cost of living index is above 370 and if we calculate the dearness allowance for 370 points of cost of the living index number, the dearness allowance payable to every low-paid Government servant should be about Rs. 70. But that is not so as the Railway Department has not taken any steps to implement the recommendation of the Central Pay Commission.

The next point which I want to stress is the matter of promotion of the low-paid staff to higher grades. As in every other Department of Government in our country there are in the Railway Department also favouritism and nepotism. These are very rampant in the Railway Department. I know so many of my friends who are employed in the Railway Department not only at Trichinopoly from where I come but also in Madras and other places, who have for the past so many years been temporary Government servants without having confirmation, without any security of service and with the question of their promotion not at all being considered by the higher authorities of the Department. You may be aware that the Scheduled Castes people have never been recruited to any high posts in the Railway Department; from the very time of inception of the Indian Railways there has not been a single Scheduled Caste man in the gazetted ranks of Railway services. Let alone that—the poor people who are employed as low-paid clerks are not even promoted to higher grades. And as favouritism and nepotism are rampant the claims of the low-paid staff are not at all considered by the high-paid officers. So far as security of service is concerned, I may say that there are lakhs of men who are employed on a temporary basis. About two lakhs remain to be confirmed in the Railway Department. They ought to be confirmed. They have been serving their country and if they are without any security of service, if they are not to derive any satisfaction from the work they have been doing for the country, how will they be able to devote their attention to their work? So it is up to the Government and up to the Railway Department to see that their service becomes secure by confirming them. All persons who have put in one year of service or more should be confirmed. While lakhs of persons in the Railway Department have been affected by non-confirmation, by the application of rules of discipline the Railway authorities have been victimising hundreds and thousands of them. I know so many people have been suspended, so many have been dismissed from service and so many are being transferred from place to place without any reason whatsoever. Therefore, these rules should be abolished in the interest of the low-paid staff. The highly paid officials keep confidential reports on these people in which they write whatever they like. If they want to victimise any man they can write anything they like so that when their promotion is considered it is not at all granted and these people are kept down for years without any promotion.

I want to say that the minimum pay of every Government servant should be at least Rs. 100 and the increment should be Rs. five every year; and if he serves the Government and the country for 20 years he should reach at least Rs. 200 when he retires. Not

[Shri Veeraswamy]

only that. At present there is only the provident fund system in the Railways. While people have been getting some benefit out of it I would suggest that along with it the Railway service should be made pensionable. Unless this is made when the Railway servants retire from service after 25 years in the Railway Department they will have to return to their homes as they do now without any money except their provident fund holdings, and for the rest of their lives they will have to suffer a difficult lot without any source of income. Ours is a democracy and we say that our country has become a republican democracy. Well, a republican democratic country and Government must consider all these things. Whatever law is passed, whatever resolution is passed and whatever things are talked about they must be in the best interests of the people. I wish to emphasise with all the force at my command and I wish to appeal to the Government and to the hon. Members on the Treasury Benches to consider our criticisms and suggestions with due sympathy and do things in a manner that will satisfy the people. Unless that is done, it would be merely a farce, merely a bogus thing, to say that we are having a democracy.

The low-paid Government servants must be given an increase in their pay and allowance to bring them up to a decent level. Also, at the same time, the high pays now paid must be considerably cut down. From the President down to the district Collector there should be a considerable cut in their high pays. Are we not exploiting the peoples' exchequer; are we not draining the exchequer when we pay such high salaries, not for the benefit of the people but for the benefit of a few individuals? The Congress party was proclaiming at the top of its voice during the freedom struggle that it will level down pays. It should take up this question at least now. It is not too late. By raising the scales of low-paid employees and bringing down the salaries of high paid officers and equalising the two, you will raise the standard of living of the people so that they will live happily and satisfactorily. It is only then that they will feel that they are also citizens of this country and that they should devote their energies for the sake of the country and for the betterment of the people.

Dr. S. P. Mookerjee: Within the limited time at my disposal, it is obviously not possible even briefly to refer to the large number of points which arise out of the various cut motions now before the House. The two points which were raised by my hon. friend Shri Purushottamdas Tandon will receive general support, I believe, from all sections of the House. Removal of corruption is a subject which affects not only the railway administration but the entire administration of the country. I may here stress one aspect of the matter. It is not the taker alone but the giver also who have to be blamed for the present state of affairs. It is a sort of a war baby that this country has got during the last few years. Unless we act from both sides, that is, public opinion is focussed on this very important basic consideration of sound administration; and at the same time, Government also determines to root out corruption—unless both act together, we can never get any satisfactory results.

With regard to amenities for third class passengers, as hon. Members know, this has been a topic for discussion for years and years.

Shri M. P. Mishra (Monghyr North-West): Has the hon. Member ever travelled in third class?

Dr. S. P. Mookerjee: I travelled only last month and I know what it means. Not only that, I travelled in one of the new third class coaches, and it was slightly better than the old ones.

Shri M. P. Mishra: So he enjoyed it all right.

Dr. S. P. Mookerjee: I enjoyed it and I am prepared to share that enjoyment with the hon. interruptor. So far as this matter is concerned, a practical suggestion has been made whether we cannot afford to have one class in the country. I know that there are difficulties, but at any rate if this is seriously considered—and I would ask the Railway Minister to take it up seriously—it will mean that the large volume of people in the country who do not travel third class will also make their opinion and viewpoint felt through this House and through other places and there will be a general levelling up of the standard of amenities which is now afforded to these passengers.

There are two other matters to which I would refer before I come to the regrouping question. One is with regard to the fares and freights. Yesterday the hon. the Finance Minister enunciated a dictum that a Government is tested by the extent of its bankruptcy and no Government should have a large amount of surplus at its disposal. The Railway Minister may follow that dictum to some extent and

instead of keeping such a large reserve to itself may utilise it for the purposes for which large promises were made in the past and which promises remain yet unfulfilled.

I have not got the time to go into details. Freights have been increased, and some Members have referred to the changes which have been made in respect of the freight rates. The increase will effect coal, foodgrains and oilseeds among others. The accumulated result of all this has been that consumers in India will be affected and with regard to some very important items our export trade will also be affected. I appreciate the circumstances which compelled Government some months ago to make these alterations, but in view of the changed conditions that we are facing today, reflected through the Budget which is now under discussion, it is absolutely essential that Government should revise these freight rates, so that they may be tuned to the general economic policy which the Finance Minister has been advocating for acceptance by this House and also by the country.

Next is a comparatively small matter, but it also involves a question of principle. I am referring to the removal of distinction between Class I and Class II officers. I have gone through the papers and I find that on this matter assurances were given by one of the old Members, Sir Edward Benthall. Discussions also took place in connection with the Pay Commission's Report. Practically, the position has been accepted that these differences which were introduced by a foreign Government for reasons which I need not discuss should not be perpetuated today. There are Class II officers who are doing excellent work, holding important and responsible posts, and there is no reason why this artificial distinction which was more or less based on colour prejudice or on some other principle of favouritism should be continued under a national Government. I would like the hon. Railway Minister to deal with this outstanding matter quickly. The files and papers are before him and only his decision is awaited on this subject which is of very great importance.

Lastly, I come to this regrouping question. My hon. friend Shri Purushottamdas Tandon very briefly referred to this matter. It is with a little hesitation that I am coming back to this question, but I am anxious to do so because I want to remove from the minds of all hon. Members—even those who do not agree with us—any apprehension that we are looking at this problem from a parochial or a sectional point of view. We are not doing so. My hon. friend Dr. Singh said: Why does Bengal want this and that and the other thing? Bengal does not want anything. All that Bengal wants is that those decisions which were accepted by Government after mature consideration should not be treated like a football and kicked hither and thither at the sweet will of particular Members of the Government. The hon. the Defence Minister said the other day that he had come to defend regrouping scheme. My hon. friend the present Railway Minister is quite competent to deal with this question, but the Defence Minister's services were invited and he gave a very spirited defence.

Now, what is the position? This matter was considered by expert committees. The report of the Kunzru Committee is here and they gave cogent reasons why the regrouping should follow a particular line. That was considered for two and a half years by Government and after two and a half years of mature consideration, during which expert opinion was called for, public opinion was consulted, certain decisions were reached and embodied in the memorandum which has been circulated to the House. If only paragraph 117 of that memorandum is read by the Members who would like to know how matters stood, it will appear that with regard to all those decisions which were taken, arguments were advanced and Government made it abundantly clear that they were not acting in any parochial or sectional interest but in the interests of the national economy of the whole country; of greater efficiency and also for the purpose of securing correlation of administration amongst the various areas. Now the officers of Government went out into the country. The Financial Commissioner went to Calcutta; Mr. Vasisht went to U.P. Ministers got up on the floor of the House and each one of them stoutly defended the scheme and said that this was done in the national interest and not in parochial interest. The case of U.P. was referred; the case of Bihar was referred; the case of Bengal was referred; the case of Assam was referred. That was on the 27th February. Then, suddenly on the 6th March, Government decides to make changes—not minor changes, I certainly concede that Government has the right to make minor changes but fundamental changes—altering the very basic approach to this great problem. And what is the explanation that we get from here? I can appreciate if my hon. friend Mr. Lal Bahadur Shastri says: let us see how it works. I may not agree with him, but I can appre-

[Dr. S. P. Mookerjee]

ciate that attitude. But here comes the ex-Railway Minister, through whose hasty action this decision was taken, and says that what he did was in consideration of public opinion—because he is a democrat. Now this sort of democrats are a menace to the country. What sort of democracy is this—that you throw away representations of public bodies, commercial interests; you throw away the observations of your own officers; you eat your own words which you had uttered on the floor of the House with great vehemence—and within a week you are a turn-coat. And you come and say: I am a democrat. It is very difficult to appreciate the working of this kind of democracy. The country will not be saved if democracy means that a Minister is entitled to change his views as he likes, without consideration of the grave national issues which may be at stake.

Now what is it that we are asking today. We are asking: please have the matter re-examined. If you feel that certain new factors have come into light. re-examine the matter; reconsider it. It is not a question of taking away something from Gorakhpur which Gorakhpur had enjoyed for so many years. It is an open secret now that the West Bengal Government, or the Premier, has suggested a new scheme proposing seven zones and he has made some proposals keeping the headquarters at Gorakhpur. But what are the two major changes that you have made which run counter to all the expert advice. The first is the cutting of the East Indian Railway at Moghalsarai. Repeatedly it has been advised that this is the last thing that Government should do. I am reading only a few lines from the Kunzru Committee's Report:

> "The magnitude of this movement is already such as to require the working of the Grand Chord line continuously up to its maximum capacity and this traffic, we believe, will increase. We, therefore, regard it as essential that the E.I. Railway must control not only Moghalsarai, but also the working of this line for some considerable distance to the west and north west of Moghalsarai."

Again the Committee reiterates:

> "Even if the regrouping were feasible just now we would consider it necessary that limits of the East Indian Railway should in no circumstances be taken east of the line of both Cawnpore and Lucknow.

This is supported by your own expert advice. How has public opinion reflected itself so as to do away with the importance of these recommendations which do not help Calcutta as such? It helps the entire working of the transport system, the very lifeline of the economy of the whole of India which will be affected, which your own experts have said. You throw it away to the winds and say: I am a democrat and I have changed it because public opinion demanded that the change should be made. That is point number one. Up till now we have not heard anything about the reason for this change.

Then what about the Sealdah Division? We are told that a great compromise has been made and Sealdah Division has been given to West Bengal. But that is not the point. Why were the experts demanding that Sealdah Division must form part of the North-Eastern Railway? Bengal was partitioned. A part of Bengal as hon. Members know is a sort of island. There is a North Bengal and there is a South Bengal; in between there is Pakistan and it is not possible for South Bengal to have direct contact with North Bengal. You have the broad gauge railway running up to the end of Southern Bengal today. So far as North Bengal is concerned it is served by the metre gauge. But we do hope that there will be a day when the distance between North Bengal and South Bengal will be covered and there will be a direct route by rail and by road. Your own experts have said that this possibility has to be kept in mind, not for the purpose of helping Bengal as such. You have the great jute industry which gives you such an enormous wealth to keep your finance alive. You have the huge tea industry. They have to pass through Calcutta. It is not possible for anybody to say that because we dislike Calcutta these industries must not flow through Calcutta. Nobody has made Calcutta what Calcutta is today. Calcutta is the epitome of the entire national economy of India today. Even today about 60 per cent. of the bigger industries are located in and near Calcutta. More than 50 per cent. of your port activities are centred in Calcutta. Now you cut off this upper portion of Bengal and tag it to Gorakhpur. How will that help you? How will it be possible for you to have proper facilities for these goods to pass through Calcutta? Your headquarters will be in Gorakhpur, while all these important decisions will have to be taken in Calcutta.

The hon. the Railway Minister knows that there are serious defects

and lacunæ in the new scheme. What is it they have done. They had to create a number of new posts in order to wipe away the blunders committed by the Railway Ministry to satisfy some sectional interests. You have created three additional posts of Senior Deputy General Managers on a salary of Rs. 3,000; you have created a number of additional posts of Regional Officers on a monthly salary of Rs. 2,000 each; you have created one post of Director of Movement at Calcutta on a salary of Rs. 3,000; you have created one post of Deputy Director of Movement at Moghalsarai on a salary of Rs. 1,500 and sanctioned about Rs. 35 lakhs for the construction of offices and staff quarters at Gorakhpur and about Rs. 65 lakhs for construction purposes in Delhi. Most of these things the Government had to do, because Government was not prepared to abide by the expert advice and stick to what Government had boldly decided was the only course of action even as late as the 27th of February 1952.

Gorakhpur may have its headquarters. It is possible that O.T. Railway may be separated. Let Gorakhpur remain there. But what about the rest? An hon. Member said that as one of the headquarters had been taken away from Calcutta and that is why we are angry. That is not the position. The only question is what should be done for the purpose of facilitating the transport movement in the country, what should be done for the purpose of economising our expenditure; what should be done for rationalising operational efficiency. These are the very important considerations which lay at the bottom of the regrouping scheme.

The hon. Minister said the other day that he had kept an open mind. I take him at his word. But it is not a question of his keeping an open mind at all. The mind must be allowed to work. If it simply remains open confined to the chamber that he occupies in the Secretariat that is of no value to us whatsoever. What I suggest is that he should be assisted by a committee. There is no harm. A committee may be appointed and that committee should dispassionately go into this matter. If as a result of that committee's deliberations, Government comes to the conclusion that certain further changes are to be made, let us by all means adopt them. But this sort of mad hurry which was exhibited by Government at the very last stage when the old Parliament had disappeared and when the new Parliament was about to come into office, contrary to the advice given by their own experts, as well as all sections of people, is going to do enormous harm to one of your most outstanding achievements—the working of the Railways. Surely it is time to cry a halt. I agree with Shri Purshottamdas Tandon and some other friends that we should consider this matter entirely dispassionately. I do hope that even at this late stage the hon. Minister will accede to this reasonable request. You had an exhibition of public opinion in Calcutta. There was a *hartal*. It was something which even those who do not agree with us admitted was unprecedented. Forget not that this sort of general strike was resorted to for the first time after the National Government had come into existence. Previously it took place when the Prince of Wales came and others came. It was not a Bengali show. All the people, belonging to all classes, combined, and there was some sort of a spontaneous demonstration of popular will which no sane Government can afford to ignore. I am not here to threaten. But do not goad us into action which will not be in the larger interests of the country. We want the matter to be democratically settled. We want you to respect the strong feeling of public opinion among large classes of the nation on this matter. It is still open to you to do the right thing. Do not stick to something which you in your heart of hearts know is not the correct decision and is going ultimately to ruin the country. I shall not take any more of the time of the House and I shall resume my seat with this last appeal to the hon. the Railway Minister.

श्री एल० बी० शास्त्री : डिप्टी-स्पीकर महोदय, बहुत थोड़े वक्त में मेरे लिये यह कठिन है कि मैं तमाम बातों का जवाब इस हाउस में दे सकूं ।

[The Minister of Railways and Transport (Shri L. B. Shastri): Sir, it is difficult for me to reply to all the points in this House in the short time at my disposal.]

Shri A. K. Gopalan: May I request him to speak first in English?

Mr. Deputy-Speaker: That request I have already communicated to the hon. Minister. Another hon. Member from that side also said that he might start with English and end in Hindi. But he chooses to do the other w[illegible] Anyhow, he will state all his points in English also. It is only a question of waiting for some time. *(Interruption).* Hon. Members will kindly hear me. What I

[Mr. Deputy-Speaker]

am saying is, whether he starts with Hindi or English, he is going to divide the time between these two languages. It is only a question of priority whether English should come first or Hindi should come first. Therefore, I think it does not matter much. Hon. Members often sit here, hearing Hindi speeches. Likewise they may hear the Hindi speech first and hear the English speech next. There is nothing lost. These are all small matters of procedure. After all, Hindi is the official language. He may start with Hindi and come to English. It is equally his desire to satisfy hon. Members by giving his explanation in a language which they know. Therefore, I think hon. Members will kindly wait patiently, and then he will come to English soon.

Shri R. K. Chandhury (Gauhati): Why should he not consider the time factor? If the hon. Minister speaks in two languages, the other hon. Members will be tempted to do the same thing. And this morning my hon. friend Shri T. N. Singh spoke in Hindi and translated the same in English. If every Member does that a lot of time will be wasted. Let him speak in Hindi alone. I do not mind.

Mr. Deputy-Speaker: That is pulling it to the extreme on the other side!

Kumari Annie Mascarene (Trivandrum): Are we not entitled to the privilege of hearing the speech in English as we also contribute to the treasury?

Pandit Thakur Das Bhargava (Gurgaon): The practice should be that he may speak in whatever language he likes, in English or Hindi, but for the benefit of those who do not understand it the purport of that may be given. Otherwise, if you rule that a Member is entitled to speak in both the languages, the difficulty will be of time. Suppose I want to speak in Hindi and then I render it into English it means double the time.

Mr. Deputy-Speaker: After all, no advice need be given to any Member, be he a Minister or Member. It is in his own interest to see that he is understood properly. Therefore, I leave it entirely to the hon. Member or Minister, and if he does not choose to explain himself, the other people will have their own mark against him.

श्री एल० बी० शास्त्री : श्रीमान्, हिन्दी या अंग्रेजी के सवाल पर मैं कुछ कहना नहीं चाहता । रेलवे बजट के सम्बन्ध में जो बातें मुझे कहनी हैं वही कहूंगा । लेकिन एक वाक्य, एक जुमला, कहना चाहता हूं कि मेरा यह विश्वास है कि यहां के ९८ प्रति शत मेम्बर हिन्दी समझते हैं । चाहे वह बोल सकते हों या न बोल सकते हों, लिख सकते हों या न लिख सकते हों लेकिन मेरे ख्याल से ९८ प्रति शत—शायद मैं कम कह रहा हूं—९८ प्रति शत से ज्यादा हिन्दी समझते हैं और मुझे तकलीफ़ इस बात से होती है कि हमारे माननीय सदस्य उसे सुनने को भी तैयार न हों जिसे कि हम राज-भाषा बनाना चाहते हैं । तो मुझे और भी इच्छा होती है कि मैं हिन्दी में ही बोलूं ।

जो चार पांच सवाल यहां उठाये गये हैं उनके बारे में अब कुछ शब्द कहना चाहता हूं । सब से पहली बात फ़ेट (freight) के बारे में कही गई कि जो किराया बढ़ाया गया है और खास तौर पर जो माल का किराया बढ़ाया गया है उस के बारे में फिर से विचार करने की जरूरत है । मैं नहीं जानता कि माननीय सदस्य किस वजह से, खास तौर पर, इस बात को फिर से उठाने की राय देते हैं । अभी तीन चार वर्ष पहले इस मसले पर विचार हुआ था और इस विषय पर विचार करने के बाद जो फैसला हुआ उस फ़ैसले में थोड़ा सा अन्तर इधर हुआ है, ऐसा माननीय सदस्यों ने कहा है । लेकिन मैं यह बतलाना चाहता हूं कि रेलवे के काम का जो खर्च बढ़ा है, रेलवे आपरेशन (Railway operation) का जो खर्च बढ़ा है वह २३० फ़ी सदी है और जो गुड्स रेट (Goods rate) बढ़ा है या माल का जो किराया बढ़ा है वह ७६ फ़ी सदी से ज्यादा नहीं बढ़ा है । तो एक तरफ़ तो रेलवे का खर्च २३० फ़ी सदी बढ़ जाय और अगर उस पर हम फ़ेट और किराया ७६ फ़ी सदी बढ़ायें तो उस पर आपत्ति की जाय, यह बात मेरी समझ में नहीं आती ।

दूसरी बात यह कही गयी है कि व्यापार, या उद्योग या इंडस्ट्रीज़ को नुकसान यानी घाटा पहुंचा है और उस की उन्नति में बाधा पड़ी है या रुकावट आई है उस के बारे में मेरा कहना यही है कि अगर आंकड़े देखे जायें, मैं उन आंकड़ों को इस समय ब्यौरे के साथ नहीं देखना चाहता, तो यह मालूम होगा कि इधर लगातार इंडस्ट्रियल प्रोडक्शन (Industrial production) में पैदावार में बढ़ती हुई है और अगर सन् ४६ को १०० माना जाय, यानी इस आधार पर चलें कि उस समय १०० पैदावार थी तो वह पैदावार सन् ५० में १०५ हुई, सन् ५१ में ११७ हुई और सन् ५२ की फ़रवरी में १३० हुई तो यह कहना कि इस फ़ेट के कारण उद्योग और व्यापार और धंधे को नुक़सान पहुंचा है या कमी हुई है, जो आंकड़े हमारे पास हैं उस से साबित नहीं होती। हां, जहां तक कि सवाल किराये के घटाने या बढ़ाने का है अगर किसी खास चीज के बारे में, जैसे एक सदस्य ने लाइम स्टोन (Lime Stone) का ज़िक्र किया, या किसी खास विषय, किसी खास आर्टिकल article) या किसी चीज़ के बारे में कोई आपत्ति हो तो उसे तो हम विचार करने के लिये हमेशा तैयार होंगे। मैं यह नहीं कहता कि मैं इस विषय पर विचार करना नहीं चाहता। मैं इस मसले को देखने के लिये तैयार हूं और फिर से देखूंगा, मगर मैं यह नहीं समझता हूं कि इस बात की जरूरत है कि इस के लिये कोई कमेटी बिठाई जाय। यह भी साफ़ है कि जो आमदनी इस से होती है उस आमदनी से हम नई रेलवे लाइन बनाना चाहते हैं, हम पुरानी लाइनों को फिर से धीरे धीरे नई बनाना चाहते हैं और इस रुपये को खर्च करना चाहते हैं तीसरे दर्जे के मुसाफिरों के आराम और सुविधा के लिये। इसलिये जब कि हमारे ऊपर मांग होती है कि हम ज्यादा से ज्यादा अच्छा इन्तजाम रेलवे का करें, ज्यादा से ज्यादा नई लाइनें खोलें, तब फिर ऐसी हालत में हमारे लिये आवश्यक हो जाता है कि हम अपनी आमदनी को कम न करें बल्कि जो जनता का या अवाम का फ़ायदा करना है उस को ज्यादा से ज्यादा करें। इस के बाद अगर कोई सवाल किराये के घटाने या इन बातों का हो सकता है तो किया जाय।

यह कहा गया कि हमारे पास जो रिज़र्व (Reserve) है वह बहुत बड़ी रक़म है और हमारा डैफ़िसिट बजट (Deficit budget) भी हो सकता है। मुझे इस में कोई आपत्ति नहीं। मैं इस सिद्धान्त को मानता हूं कि अगर देश का डेवेलपमेंट हो, विकास हो, उन्नति हो और इस के लिये हम को डैफ़िसिट से काम लेना पड़े तो हमें उस के लिये तैयार रहना चाहिये और मैं इस पर विचार करने के लिये तैयार हूं कि अगर हमारे मौजूदा रिज़र्व को कम करना रेलवे के फ़ायदे में हो या जनता के फ़ायदे में हो तो ऐसा किया जाय। मुझे इस पर सोच विचार करने में आपत्ति नहीं है कि मैं उस रिज़र्व को कम करूं और कम करके उस को लोगों के फ़ायदे के लिये खर्च करूं।

अभी माननीय टंडन जी ने खास तौर पर करप्शन (corruption) और घूसखोरी की चर्चा की और यह भी कहा कि रेलवे में कोई क्लासेज न हों। जहां तक इन दोनों बातों का सवाल है मैं नहीं समझता हूं कि हम लोगों में से कोई जो कांग्रेसी विचारधारा को मानता है, वह इन दोनों बातों से किसी तरह से ऐतराज़ करेगा या यह कहेगा कि यह बातें नहीं होनी चाहियें।

बाबू रामनारायण सिंह : तब करते क्यों नहीं।

श्री एल० बी० शास्त्री : उन की तरफ़ से यह सुझाव है। उन के जैसे ऊंचे व्यक्ति का सारे देश में सम्मान है और उन की राय का असर न सिर्फ़ गवर्नमेंट पर बल्कि सारे देश पर पड़ता है और पड़ सकता है। इसलिये मैं चाहता हूं कि उन के जैसे सम्मानित व्यक्ति का सभा के दूसरे सदस्य और विरोधी दल के सदस्य भी हाथ बटायें जिस में करप्शन और घूसखोरी के खिलाफ़ जनमत पैदा हो। मैं आप से कहता हूं कि मैं इस चीज के खिलाफ़ लड़ना चाहता हूं। मैं इस को रोकना चाहता हूं। लेकिन अकेले गवर्नमेंट की शक्ति इस को सम्भवत: नहीं रोक सकती है जब तक कि हर एक आदमी इस में पूरी तरह से मदद करने को तैयार न हो। अगर आप इस तरह का कोई क़ायदा निकालना चाहते हैं कि जो रिश्वत में पकड़ा जाय उस का हाथ काट दिया जाय या जो कहीं रिश्वत में पकड़ा जाय उस को पेड़ पर टांग कर उस की नाक या आंख काट दी जाय और अगर आप इस तरह से करप्शन को रोकना चाहते हैं तो आप शायद इस प्रकार के दंडों द्वारा एक हद तक करप्शन को जल्दी दूर कर सकते हैं इस में कोई शक नहीं। लेकिन यह समझना कि हम अपने क़ायदे क़ानून के अन्दर चलते हुए बिना जनमत बनाये हुए करप्शन को रोक सकते हैं, मैं समझता हूं, यह तो मेरे लिये या किसी के लिये भी सम्भव बात नहीं है। गवर्नमेंट का फ़र्ज है कि वह इस को रोके, लेकिन इस में शक नहीं कि इस के लिये यह बात आवश्यक है कि इस में गवर्नमेंट की मदद की जाय। आज हमारी रेलवे की यूनियनें (unions) काफ़ी बड़ी बड़ी मांगें पेश करती हैं, रेलवे ऐम्पलाईज (Railway Employees) के लिये मांग करती हैं यह सही है उन को इस का अधिकार है लेकिन किसी रेलवे यूनियन ने क्या कभी इस बात का भी प्रयत्न किया कि करप्शन या घूसखोरी को रोका जाय। मैं तो कहना चाहता हूं कि न सिर्फ़ उन्होंने ऐसा करने का प्रयत्न ही किया मगर उलटे अगर हम किसी के खिलाफ़ आज कार्यवाही करते हैं तो वह अपीलें करते हैं, दरख्वास्तें देते हैं और डैपूटेशनस (deputations) लाते हैं और यह साबित किया जाता है कि जो कार्यवाही की गई वह गलत कार्यवाही है। वह इस तरह से साबित नहीं होती हैया उस में यह टैकनिकल बारीकी रह गई है। इस तरह की तमाम बातें पेश की जाती हैं। तो मैं आप से कहना चाहता हूं कि ऐसी स्थिति में यह कोई इतना आसान मसला नहीं है कि जिस को हम और आप देखते देखते हल कर लेंगे। मैं मानता हूं कि यह एक कड़ा सवाल है। इस को हल करना है। इस में रेलवे के कर्मचारियों की मदद की जरूरत है, इस में इस हाउस के सदस्यों की मदद की जरूरत है और साथ ही साथ इस में गवर्नमेंट को अपनी पूरी शक्ति लगानी पड़ेगी।

जहां तक कि क्लासेज को हटाने की बात है मैं इस में कोई बहुत जल्दी नहीं करना चाहता। यह मैं ने पहले भी कहा था। ऐसा नहीं है कि मेरे मन में यह बात नहीं है। मैं उस को करना तो चाहता हूं। लेकिन एक बार पहले भी इस प्रकार का प्रयत्न किया गया था और परिवर्तन हुआ था और फिर उन परिवर्तनों को हटाना पड़ा और जो पुराना तरीक़ा था उस को वापस लाना पड़ा। इसलिये इस चीज को अच्छी तरह से सोच विचार कर के ही हम को फैसला करना पड़ेगा। लेकिन जो सुझाव माननीय टंडन जी ने दिया है उस सुझाव पर मैं अवश्य विचार करूंगा। यह तो मेरा विचार जरूर है कि फ़र्स्ट क्लास को रखने की जरूरत नहीं है और फ़र्स्ट क्लास

को मैं और बातों को सोच समझ कर जल्द से जल्द खत्म करना चाहता हूं। उस के बाद फिर और क्लासेज के बारे में विचार कर के हमें फैसला करना पड़ेगा। लेकिन सम्भव है कि इस में कुछ देर लगे।

श्री फिरोज गांधी : एयर कंडीशंड कोचेज का क्या होगा ?

श्री एल० बी० शास्त्री : जो फर्स्ट क्लास में चलने वाले हैं वह उन में चलेंगे।

Dr. S. P. Mookerjee: Will it be available for third class also?

श्री एल० बी० शास्त्री : जहां तक रिग्रूपिंग की बात है उस के बारे में मेरे लिये कुछ ज्यादा कहना बड़ा मुश्किल है। श्री श्यामा प्रसाद मुखर्जी ने भी इस बात को अभी कहा है कि इस मसले पर कोई आखिरी राय मेरे लिये देना कठिन है। लेकिन मैं तो इतना ही उन से निवेदन करना चाहता हूं, और बंगाल के सारे सदस्यों से खास तौर पर, कि अगर हम इस स्कीम को फिर देखना शुरू करें और इस पर फिर से विचार करना शुरू करें तो मुझे इस बात में सन्देह है और शक है कि यह स्कीम ठीक तरह से चल सकेगी। अगर हम ऐसा करेंगे तो सब के दिमाग एक ही तरफ़ लग जायेंगे और इस स्कीम को जो काम ठीक तरह से चलाने की बात है वह चलना भी कठिन हो जायगा। इसलिये ऐसी स्थिति में मैं ने पहले भी कहा था और अब भी निवेदन करना चाहता हूं कि इस मसले को इस वक्त वह जैसा है वैसा ही चलने दें। यह मानना पड़ेगा कि रिग्रूपिंग की मौजूदा स्कीम के बारे में देश का बहुमत यानी प्रान्तों का बहुमत इस स्कीम के साथ है। जहां तक ईस्टर्न और नार्थ ईस्टर्न रेलवे का सवाल है. छोटी मोटी बातों पर मत भेद के अलावा बिहार, आसाम, उत्तर प्रदेश यह सब प्रान्त इस स्कीम को इस वक्त थोड़े बहुत अन्तर के साथ आखिरी मानने हैं। लेकिन वैस्ट बंगाल (West Bengal) इस को नहीं मानता है। इस समय अगर इस हाउस में राय ली जाय तो बहुत बड़ा बहुमत इस स्कीम को आखिरी मानता है। ऐसी स्थिति में अब यह कहना कि इस स्कीम पर हम फिर से विचार करना फ़ौरन शुरू कर दें मुझे कठिन मालूम होता है और ठीक भी नहीं मालूम होता है। लेकिन यह जरूर है कि अगर दर असल इंडस्ट्री के लिहाज से, व्यापार के लिहाज से, मूवमेंट (movement) के लिहाज से, सामानों के आने जाने के और ट्रैफ़िक (traffic) की दृष्टि से हम को ऐसा लगा कि प्रबन्ध बिल्कुल खराब हो गया है, व्यवस्था नहीं चल पाती है, इन्तिजाम ठीक नहीं बनता है तो मैं यह नहीं कहता कि मैं उस पर फिर से विचार करने को तैयार नहीं हूं। हम को इस का अन्दाजा चार छः महीने इस का वर्किंग (working) देखने से लग सकता है कि इस के जरिये हमारी इंडस्ट्रीज को, हमारे व्यापार को फ़ायदा पहुंचता है या नहीं। कहीं बाटिलनैक (bottleneck) तो नहीं हो जाता है और कहीं ट्रैफ़िक तो नहीं रुक जाता है। यह तमाम बातें हम अगले चार छः महीनों में देख लेंगे। हम प्रेस्टिज (Prestige) के ऊपर नहीं अड़ना चाहते हैं कि जो कर दिया सो कर दिया यह सवाल नहीं है। हमारे लिये तो प्रश्न यह है कि जिस में अधिक फ़ायदा हो उस को हम करना चाहते हैं जिस से हम को नुकसान होता हो उस से हम फ़ौरन पीछे हटना चाहते हैं।

एक चीज मैं और साफ़ कर दूं। माननीय श्यामा प्रसाद मुखर्जी ने कहा कि हम ने इस वक्त बहुत से अफ़सर नियुक्त कर दिये हैं, डिप्टी डाइरेक्टर (Deputy Director) और रीजनल आफ़िसर्स

[श्री एल० बी० शास्त्री]

(Regional Officers) इत्यादि । उन के कहने से ऐसा लगता था कि हम ने तनख्वाह दे कर यह नये आदमी नियुक्त किये हैं । बात ऐसी नहीं है । हमारे यहां जितनी रेलवेज थीं उन सब को मिला कर छः रेलवे कर दी गई हैं । हम ने अभी एक भी नया अफ़सर नियुक्त नहीं किया है । जो उन रेलवेज के जनरल मैनेजर्स (General Managers) थे उन को ही रखा है । यह पुराने अफ़सर उन रेलवेज के हैं जो आज मिला कर एक कर दी गई हैं । इन्हीं अफ़सरों को नई नई जगहों पर रीजनल अफ़सर कर के रख दिया है । इन्हीं में से मुग़लसराय में डिप्टी डाइरेक्टर और कलकत्ता में डाइरेक्टर रखे गये हैं । इन अफ़सरों को रखने में हम को कोई नया खर्च नहीं करना पड़ा है ।

इस के अलावा मैं और कुछ ज्यादा तो कहना नहीं चाहता सिर्फ़ यही कहना चाहता हूं कि जहां तक कि मुसाफ़िरों की तकलीफ़ की बात है उस के बारे में मैं अपनी राय आप के सामने प्रकट कर चुका हूं और कह चुका हूं । मैं यह फिर आप से कहना चाहता हूं कि इस सम्बन्ध में जितना हमारे बस में है और जो कुछ हमारी शक्ति में है उसे हम पूरा करेंगे । लेकिन एक बात बहुत साफ़ है कि अगर कोई ऐसा समझता है कि हम ६ महीने में या साल भर के अन्दर सारी समस्याओं को हल कर देंगे तो ऐसा कहना तो मेरे लिये उचित नहीं होगा और मैं समझता हूं कि वह ठीक भी नहीं होगा । लेकिन मैं यह कह सकता हूं कि अगर आप देखें कि हमारी जो योजना है, हमारी जो तीन चार या पांच साल की जो स्कीम है उस स्कीम के अनुसार हम ठीक रास्ते पर चले जा रहे हैं, जो हमारा डेस्टीनेशन (destination) है, जहां हमें पहुचना है उस तरफ़ हम ठीक तरक्की कर रहे हैं और हम ६ महीने में सौ कदम चलते हैं तो बाद में दो सौ और हज़ार कदम आगे पहुंच जाते हैं : इस तरह पर हम अपनी स्कीम को चला रहे हैं। जो आज हमारा क़दम ज़रा धीमा उठता है उस से आप को घबराना नहीं चाहिये । आप एक जनरल बात कहें और खंडन करें और कन्डैम (condemn) करें कि हम ने परवाह नहीं की और तीसरे दरजे की वही हालत है तो यह ज़रा न्याय-युक्त नहीं होगा कि इस तरह से आप हमारा खंडन करें । मैं जानता हूं कि कमियां हैं, खराबियां हैं, और हमें उन को दूर करना है। इस में मुझे कोई सन्देह नहीं है कि कुछ समय में हम उन को दूर कर डालेंगे । मैं हाउस को विश्वास दिलाना चाहता हूं कि हमारा और सारे रेलवे बोर्ड का पूरा कर्तव्य होगा कि बिना किसी विलम्ब के हम उन कमियों को दूर करें और जनता को और सफ़र करने वाली पबलिक को ज्यादा से ज्यादा फ़ायदा पहुंचायें ।

(English translation of the above speech)

Shri L. B. Shastri: Sir, I do not want to say anything on the Hindi-English question. I shall confine my remarks to the Railway Budget only. But I would speak only one sentence on this question and that is that 98 per cent. of the hon. Members present here do understand Hindi. They may not be able to speak or write Hindi but 98 per cent. of the hon. Members—may be more than 98 per cent.—do understand Hindi. I am pained to note that the hon. Members are not even prepared to hear a speech in a language which we want as our State Language. This strengthens my desire to speak in Hindi.

I want to say a few things with regard to the four or five questions raised here. Firstly, it has been remarked that the increase in fares, specially in regard to freight, needs reconsideration. I do not know why hon. Members insist on raising this question again. They have said that

recently a change has been made in the decision which was taken about three or four years back after full consideration. What I wish to point out is that while the increase in operational costs of Railways has been nearly 230 per cent., the increase in freight is not more than 76 per cent. I cannot understand how an increase of 76 per cent. in freight can be objected to when the operational costs have gone up by 230 per cent.

It has been said that the increase in freight has been harmful to commerce and industry and that it has hampered their development. I wish only to say this in reply that the figures show—I don't want to go into the details of figures—that recently industrial production has been on the increase. Taking 1946 as the base year the index of industrial production was 105 in 1950, 117 in 1951 and 130 in February 1952. The figures do not show that increase in freight is in any way responsible for hampering trade or industry. But if there is any complaint with regard to increase in freight for any particular commodity or article—as an hon. Member mentioned the case of limestone—we are always prepared to look into the matter. I do not say that I do not wish to consider this question; I am prepared to go into it and will reconsider it but I do not think that the appointment of a Committee is necessary for going into this matter. This is also clear that we want to invest the income from increased freight for the construction of new lines, gradually replacing old ones, and for providing comforts and amenities to third class passengers. When a demand for the maximum betterment of the administration of the Railways and opening of new lines is made, it becomes inevitable for us to see that we do not lessen our income but try to provide maximum amenities to the public. Decrease in fares etc. should be considered only after we have accomplished that.

It has been said that we have a very large amount in reserve and that our Budget could also be a deficit one. I don't see anything against it. I believe in the principle that we should be prepared for a deficit budget if that is conducive to the development and progress of the country. I am prepared to consider the question of reducing the reserve if that can be beneficial to the development of Railways or is advantageous to the people. I see no objection to considering the question of reducing the reserve and spending the amount thus realised for the benefit of the people.

Shri Tandon has just now remarked that there should not be any classes in the Railways and has specifically stressed the need for rooting out corruption and bribery. So far as these two things are concerned I do not think anyone believing in Congress ideals would object to them.

Babu Ramnarayan Singh: Then why don't you do it?

Shri L. B. Shastri: That is his suggestion. He is respected throughout the length and breadth of our country and this opinion can and would influence not only the Government but also the country. I want that other hon. Members and those belonging to the opposition as well should co-operate with him in creating public opinion against bribery and corruption. I want to fight these evils. The Government alone cannot eradicate these evils unless everybody lends a helping hand. If you want a rule under which the hand or the nose of an employee caught for accepting bribes, may be cut off or his eyes gouged out, then such exemplary punishments might eradicate corruption to a certain extent in a very short time. But I do not think that it would be possible for me or for anybody else, for that matter, to check corruption acting within the four corners of the rules and unbacked by public opinion. The Government are duty bound to check this evil but they undoubtedly need the help of the public in this connection. Today Unions of the Railway employees put forward big demands—of course they have a right to do so—but have they ever tried to eradicate bribery and corruption? I want to point out that not only they make no efforts in this regard, they even prefer appeals when action is taken against any employee; they make representations, send deputations and try to prove that the action taken is wrong or point out some technical mistakes. All such things are done. I wish to say that this task is not so easy as to be accomplished in the twinkling of an eye. I admit that it is a serious problem and has to be solved. We need the help of the Railway employees, the help of the hon. Members of the House and also to devote all our energies in the accomplishment of this task.

As far as the abolition of classes in the Railways is concerned, I do not want to take any hasty step. This I made clear, earlier too. It is not that I do not have such an idea in my mind; I do want to give a practical shape to this suggestion. In the past an attempt was made and changes were carried

[Shri L. B. Shastri]

out but we had to scrap those changes and revert to the original classification. We shall have to take a decision in this regard after full consideration. I would consider the suggestion put forward by Shri Tandon. I think that retention of First Class in Railways is not necessary and I wish to do away with it after considering all the issues involved. After that we would have to consider the question of other classes and take a decision. It is possible that it may take some time.

Shri Feroze Gandhi (Pratapgarh Distt.—West *cum* Rae Bareli Distt.—East): What would become of the air-conditioned coaches?

Shri L. B. Shastri: The first class travellers would travel in them.

Dr. S. P. Mookerjee: Will it be available for third class also?

Shri L. B. Shastri: As regards regrouping, it is very difficult for me to say much. Dr. Mookerjee also said a short while ago that it was difficult to express any final opinion on the question. I have only this to say to him, and especially to the hon. Members from West Bengal, that if we start reconsidering this scheme. I doubt if it would work properly. If we do it, our attention would be devoted to only this and it would be difficult to make the working of the scheme smooth. Under the circumstances, we should let things stand as they are, as I pointed out earlier. We would have to recognise the fact that the majority of the States are in favour of the present scheme of regrouping. As far as the Eastern Railway and the North Eastern Railway, are concerned, Bihar, Assam and Uttar Pradesh, all these States do recognise this scheme as final, with small differences on unimportant matters. But West Bengal does not agree to it. If a vote is taken on this question right now, we would come to know that a very large majority do consider it as final. Under these circumstances it is difficult as well as improper to start reconsidering the whole question immediately. I do not say that I won't be prepared to reconsider it if we find that the administration has deteriorated from the point of view of movement of goods and traffic and industry and trade have suffered loss. It would take us four to six months to know whether regrouping results in any benefit to our industries and trade or whether it proves a bottleneck to traffic. We shall watch its working for a period of four to six months and shall come to know its defects. We don't want to stick to it as a matter of prestige. The question before us is to do what is beneficial and to immediately do away with what is harmful.

Let me clarify one thing more. Hon. Shri Syama Prasad Mookerjee has said that we have appointed too many officers like Deputy Directors and Regional Officers. The way he put it seemed to indicate that he thinks that we have appointed new officers. The facts are not as stated. We have regrouped all our Railways into six groups. Not a single officer has been newly appointed. Only the former General Managers of those Railways have been appointed as Regional Officers at different places. The Deputy Director at Moghalsarai and the Director at Calcutta have been appointed out of them. We do not have to spend more in appointing them.

I do not wish to prolong my remarks. As far as the difficulties of passengers are concerned I have already expressed my opinion on them. I want to reiterate that we would do whatever lies in our power. One thing is obvious. I do not think it would be proper if somebody gets the notion that we would solve all the problems within six months or a year. But I can say that we are working according to the three, four or five year plan. We are marching towards our goal. We may go one hundred steps forward in six months and may accelerate our pace later. That is the way we are working according to our plan. If our speed is slow at present that should not give cause for worry. It would not be proper if you talk in general terms and condemn us by saying that we have not paid any heed to providing amenities to third class passengers and that their condition is the same as ever. I know there are defects and shortcomings. Of course we would eliminate them within a short period. I want to assure the House that the Government and the Railway Board are duty bound to eliminate these shortcomings without any delay and provide maximum amenities to the travelling public and the people in general.

I shall now give a brief resume in English. I shall not deal with all the points that I have just now mentioned as there is hardly any time left and I have to finish in five or ten minutes. I shall specially deal with two points which were referred to by the Members of the Communist party.

An allegation was made that railway workers were being suspended and removed from service in thousands. I do not know from where the hon. Member has got these figures. I would request him to give me specific cases if he likes. I am prepared to look into each and every case. But, I must refute the charge that employees are being suspended in thousands. Action has been taken under National Security Rules. Much has been said about National Security Rules. But, I must make it clear that these National Security Rules were promulgated in 1949 on the lines of the rules framed for Government servants of the civil side. Nothing special was done in regard to the railway employees. It is clear therefore that these rules were not made for the railway employees only. I would like hon. Members to consider what would happen if there is any obstruction or sabotage on the railways. I have no doubt that if there is a general strike resorted to, the whole country will be involved in turmoil and trouble. The railways come under the category of essential services. We have to prevent strikes which are resorted to for the purpose of paralysing the Government itself. Therefore, certain preventive action becomes necessary. I shall give the House some figures regarding action taken. In the case of non-gazetted employees, so far action has been taken against 179 only in the whole of the railways. The number of employees who are still under suspension or on compulsory leave is not more than 87. Therefore, to say that thousands are being prosecuted and that thousands are under suspension and are being removed, is a travesty of facts. I would like the Members of the Communist party to revise their opinion in the light of the figures that I have given just now. As I said before, if there is any specific case, they can bring it to my notice and I am prepared to look into that. As regards the National Security Rules, they are there and they will remain there for the time being. But, it is not necessary for the Government to take steps under the rules unless there is the need for it. The power is there. It will be used only when it is absolutely essential.

Then, it has been said that all railway workers are on a temporary basis. I would like to make one thing clear. It is quite true that the number of temporary staff is quite large. But, it is inevitable that quite a large number of temporary staff will have to be maintained in the railways. The total number of temporary staff is 96,000. Confirmations are taking place at the rate of 5,000 a month. But as I said before, there will always be about 50,000 temporary staff. The rest will therefore be confirmed in the course of this year. But, hon. Members will have to bear in mind one thing. Do not think that the temporary staff is working under any disadvantages. The temporary staff has practically all the privileges of the permanent staff. They can contribute to the Provident Fund and be eligible for gratuities. They are entitled to notice of termination of service if necessary. Passes and other privileges are also the same. All the same, we are also making them permanent at the rate of 5,000 a month.

I need not go into the other points. Various suggestions have been made and certain concrete proposals have been put forward by Members on this side. Especially Mr. S. V. Ramaswami has made some very valuable suggestions. Other hon. Members have pointed out certain defects and grievances. I propose to look into each and every one of them. It is not possible to go into the details now; but I can assure them that they will be looked into and I also propose to inform them what action we have taken in regard to the suggestions and proposals made by them. I hope hon. Members will continue to give me their valuable suggestions. I am always prepared to hear all kinds of criticism. But, my only request is that the criticisms should, as far as possible, be constructive. They will always find me taking a most sympathetic attitude in regard to the suggestions made in this House and if I am able to do anything in regard to the suggestions made by hon. Members of this House, I shall consider it a privilege and an honour.

Mr. Deputy-Speaker: I shall now put the cut motions to the vote of the House. I shall put them in the order in which they have been moved. Shri T. K. Chaudhuri's cut motions.

The question is:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: Shri P. Subba Rao's cut motion. The question is:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: Shri N. S. Nair's cut motion. The question is:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: Shri Veeraswami's cut motion. The question is:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: Shri Damodara Menon's cut motion. The question is:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: Shrimati Sucheta Kripalani's cut motion. The question is:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: Shri Muniswamy's cut motion. The question is:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That a sum not exceeding Rs. 21,97,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Railway Board'."

The motion was adopted.

The House then adjourned till a Quarter Past Eight of the Clock on Friday, the 6th June, 1952.